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City planning Administration Richmond 1947

A THOROUGHFARE SYSTEM

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THE MASTER PLAN OF RICHMOND CALIFORNIA

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A REPORT ON A

MAJOR THOROUGHFARE PLAN

Richmond, California

1947

Calif
Sts Roads

RICHMOND CITY PLANNING COMMISSION
John J. Massey, President
Walter T. Helms, Secretary

E. A. Hoffman, Director of Public Works
Albert C. White, Planning Engineer

Earl O. Mills, Planning Consultant
L. Deming Tilton, Planning Consultant
(Associated)

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(SIGNED) .....
CHAIRMAN

(SIGNED) .....
SECRETARY

EARL O. MILLS
Planning Consultant
RAILWAY EXCHANGE BUILDING
ST. LOUIS 1, MISSOURI

August 15, 1947

Mr. John J. Massey, President
City Planning Commission
Richmond, California

Dear Mr. Massey:

In accordance with our agreement, we submit herewith the preliminary draft of a report on Major Thoroughfares for Richmond.

The recommended procedure for consideration of this and similar reports of the Master Plan series is outlined in the Introduction. We realize that the development of a new zoning ordinance is now making heavy demands upon the time and energies of the Planning Commission, but we hope that the necessary attention will be given to this and subsequent reports. It is our aim, with the cooperation of the City Planning Staff, to submit during the year the following additional reports:

Schools, Parks, and Playgrounds

Transit and Transportation

Land Uses and Population

Urban Redevelopment Program

Final Summary.

For the development of this report and the related studies, I have associated with me Mr. L. Deming Tilton of San Francisco who is known throughout the State for his long and effective work in city, county, and state planning. He has assumed primary responsibility for the form and content of this report.

In our work we have relied heavily upon the technicians employed directly by the City of Richmond and working under the leadership of Mr. Albert C. White, Planning Engineer. We are pleased to acknowledge our debt of gratitude to Mr. Wayne E. Thompson, City Manager, Mr. E. A. Hoffman, Director of Public Works, Mr. White and his staff and to other officials who have assisted us in the production of the accompanying report.

Respectfully yours,

Earl O. Mills

EARL O. MILLS
PLANNING CONSULTANT

EOM:ls

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PLATE INDEX

I - INTRODUCTION

A BRIEF STATEMENT CONCERNING THIS REPORT AND THE PROCEDURES BY WHICH IT WILL BECOME A PART OF THE RICHMOND MASTER PLAN.

INTRODUCTION

Richmond has been the subject of many surveys, and has had at least one elementary city plan. Dr. Carol Aronovici and Guy Wilfrid Hayler, working together, made a plan for future streets and public facilities in 1921. Its value has been shown through the years, for various improvements now enjoyed by the people of Richmond came into being as a result of this early planning effort.

Almost all the physical structure of Richmond, in fact, is due to forethought on the part of someone. Each of the numerous subdivisions which constitute the mosaic of the city reflects a land-owner's dream of streets, lots, and profits. The harbor, the Santa Fe Tunnel, the Civic Center, the industrial highway, and numerous other facilities also became realities through the processes of planning.

The quality, usefulness, and value of such projects, however, depends to a large degree upon their coordination with other

facilities. The plates which follow show, however, that the most advantageous arrangement has not always been secured. The City has never had an up-to-date, far-sighted, general plan for its future development.

This report concerns itself primarily with highways, arterial thoroughfares, and other traffic channels, but it is designed to become ultimately a chapter in a broadly conceived Master Plan of Richmond covering all major community problems. The need for such a plan will not be recognized by those who assume that the city is already completely built; that it will never grow or change, and that it is perfectly all right in its present form. A progressive city government, however, is aware of the value of a Master Plan. Among other things it will:

Assure the coordination of public and private improvements.

Be a guide for investors and builders.

Lessen duplication, waste, and conflicts, thereby reducing costs of government and living.

Classify and evaluate all community needs, so that all parts of the city and all phases of its growth may have proper attention.

Enable first things to be put first, and public money to bring maximum benefits.

Permit State and Federal agencies to be shown what Richmond wants, and what it intends to do to help itself.

Provide industrial interests with authoritative documents showing the characteristics and advantages of the community, to help them understand its problems, and appreciate its progressive spirit.

A Master Plan is generally regarded as one of the tools of good government. Its worth will appear from time to time as it is used in the determination of municipal policies. This report, and others to follow, therefore, are being prepared for use rather than display purposes. They show what to do, how to make needed improvements, and, wherever practicable, when and how to provide funds for the essential work.

California law makes it the duty of the planning commission to adopt a long-term, general plan for the future development of the

City. The law clearly states that such a plan is to be the basis for systematic investment of capital funds in public improvements. The Urban Redevelopment Law also requires that Richmond have an approved Master Plan before public money can be spent clearing slums or blighted districts.

The procedure by which this report will become a part of the Master Plan is typical. All similar reports will be presented for approval in the following manner:

1st, the studies are made and plans drawn in tentative form by the technicians of the Richmond planning staff, aided by the consultants;

2nd, the reports of the technicians are reviewed by a special committee of the Richmond City Planning Commission and by responsible city officials;

3rd, copies go to members of the City Planning Commission, and changes are made in the Plan as directed by the Commission;

4th, the Plan is presented to and discussed before civic organizations;

5th, an advertised public hearing on the plan is scheduled and held by the Planning Commission;

6th, the Report, modified as directed by the Planning Commission after public hearing, is adopted by resolution;

7th, copies of the approved plan are filed with the Richmond City Council.

Adoption of the Master Plan by the City Council is not required by law. If the Council so desires, however, it can, after advertised public hearing, also adopt the Plan, or any part of it.

The commonly accepted opinion is that a Master Plan serves its purpose well if it is adopted only by the Planning Commission. It then serves with a certain degree of flexibility, and is subject to change and adjustment as the city develops. The first step, obviously, therefore, is for the City Planning Commission to adopt the Report. A certificate is provided in the report to cover such action.

The Master Plan after its adoption is made effective in guiding city growth by several different types of measures, all applicable by and under control of the City Council.

1. Annual budget allocations enable projects to be built. It is important, therefore, that a list of things to be done be made up from the Master Plan each year, at budget time.

2. Bond issue elections may be necessary to secure funds for the larger projects.

3. Regulatory legislation can be used to achieve certain ends. Zoning, subdivision, control, establishment of building lines on major thoroughfares are among these devices.

4. Under California law, the Master Plan itself, or any part of it, can be made "official" by the City Council. This action would give a certain positive legal quality to the Plan and enable the City to exercise various types of control over the rights-of-way of proposed thoroughfares and other improvements.

The Master Plan is best used if the Planning Commission reviews it each year, bases its rulings and policy decisions upon it, and draws upon it from time to time for recommendations and proposals, to send on to the Council. The Planning Commission, under California law, is an advisory agency. Its advice will have greater value, and command more respect when both the public and responsible officials can see that threads of harmony and reason are evident in all its recommendations. Such threads do not appear in haphazard, spur-of-the-moment decisions. They are best created

by orderly processes of planning. The Master Plan is the public document in which these processes find ultimate expression.

II - GENERAL RECOMMENDATIONS

REVIEWING BRIEFLY THE GENERAL CONCEPTS AND PROPOSALS OF THE MAJOR THOROUGHFARE PLAN.

GENERAL RECOMMENDATIONS

The principal elements of the Richmond traffic problem, and the remedies available, may be described briefly as follows:

A. STATE THROUGH TRAFFIC, bound for destinations outside Richmond, requires special facilities. A large percentage of the through traffic is not disposed to stop here. It is made up of both fast and heavy vehicles, in increasing volume. This traffic can be injurious to residential property values and to businesses of certain types. It is noisy, dangerous to local traffic, and to pedestrians.

1. A wide safe state Freeway is proposed to carry traffic of this type through Richmond. The public generally will benefit from this construction. It will simplify the Richmond traffic problem and improve its safety record.

2. Eventually, a new crossing of the Bay to Marin County will be built, and the main traffic route to this crossing, State Highway 69, should be a Freeway, or a Limited Access Highway.

   a. Diagrams defining the term "Freeway", etc. are included in Plate 10.

b. The Thoroughfare Diagram, Plate 6, and the general plan of Major Thoroughfares, Plate 8, show the locations of proposed Freeways, and their relationship to the major and secondary elements of the Richmond street system.

B. LOCAL THROUGH TRAFFIC, originating either outside or inside Richmond but having some local destination, moves on the through streets. This traffic includes busses, trucks, and a large volume of ordinary automobiles. It tends to concentrate upon streets that are direct, continuous, of adequate width, and reasonably free from obstructions and hazardous intersections.

1. A system of Major Thoroughfares, Plate 8, is proposed to carry this traffic about in the Richmond community.

2. A general scheme of Regional Highways, Plate 11, is also proposed, to extend the more important city streets into developing suburban territory. This regional system of highways would provide better connections between other centers and Richmond business and industrial districts.

C. RESIDENTIAL OR NEIGHBORHOOD TRAFFIC, originating in or destined for homes on residential streets. This

volume generally is small, slow and moves toward or from major arterials. The load rarely taxes the capacity of residential streets except in certain apartment areas, but does at times, because of bad street planning, introduce noise and hazards into residential neighborhoods.

1. Local streets must be depended upon to carry the neighborhood traffic. Elimination of hazards and noise can be secured mainly in new residential areas through better subdivision design, more rigid control of business development, proper placement of schools, and similar means. Modern principles of subdivision development, embracing the neighborhood concept, are described in Plate 12.

D. AUTOMOBILE PARKING is mainly a problem of space.

The streets, in business sections particularly, cannot accommodate all the cars that are there on business purposes and still serve as traffic carriers. Parking meters increase the turnover of curb space but do not add to the total space available for parking. Off-street parking space is available in limited quantity in some blocks, generally at a "per-hour" price, but such areas cannot be considered permanent, and their placement and capacity may bear little

relationship to the demand. Buildings have not been constructed in the past with space and facilities for loading operations, parking, and other activities in which the standing motor vehicle is involved.

1. Parking area plans, to supplement the parking space available in the street system, are offered in Plates 15 and 18 to meet future parking needs in two types of commercial districts

   a. the compact, built-up, older business center, and

   b. the scattered, "shoestring" commercial development emerging along certain major thoroughfares.

E. RAILROAD GRADE CROSSINGS disfigure Richmond, lessen its efficiency and liveability, and increase its costs. Traffic delays, accidents, property damages, injuries, and casualties are concentrated at these points. The community losses, due to railroad grade crossings and poorly designed street intersections, run into large figures. Almost all dangerous and objectionable crossings have come into being because of the lack of foresight in the original planning of the city. Their removal today can be accomplished only

through substantial expenditures, and readjustments in the street pattern and uses of land.

1. The formula for improvement in this field includes

   a. systematic provision of funds for a progressive, continuing grade crossing separation program,

   b. development of new arterial thoroughfares of modern design that do not cross railroads,

   c. systematic routing of trucks and busses. The recommended grade crossing separation program is shown in Plate 19.

2. Richmond has the distinction of having one of the worst railroad crossings in the State; this unique problem, where 23rd Street crosses the Southern Pacific, is discussed under RAILROAD GRADE CROSSING SEPARATIONS. This project must have top priority among proposed civic improvements.

F. DANGEROUS STREET INTERSECTIONS are numerous in the Richmond street pattern. At these points of traffic conflict vehicles are wrecked, goods ruined and destroyed, citizens injured and killed, and large sums lost annually in delays.

1. The ideal street system would concentrate the main flow of traffic upon certain wide, through routes; would permit no marginal property property uses to interfere with

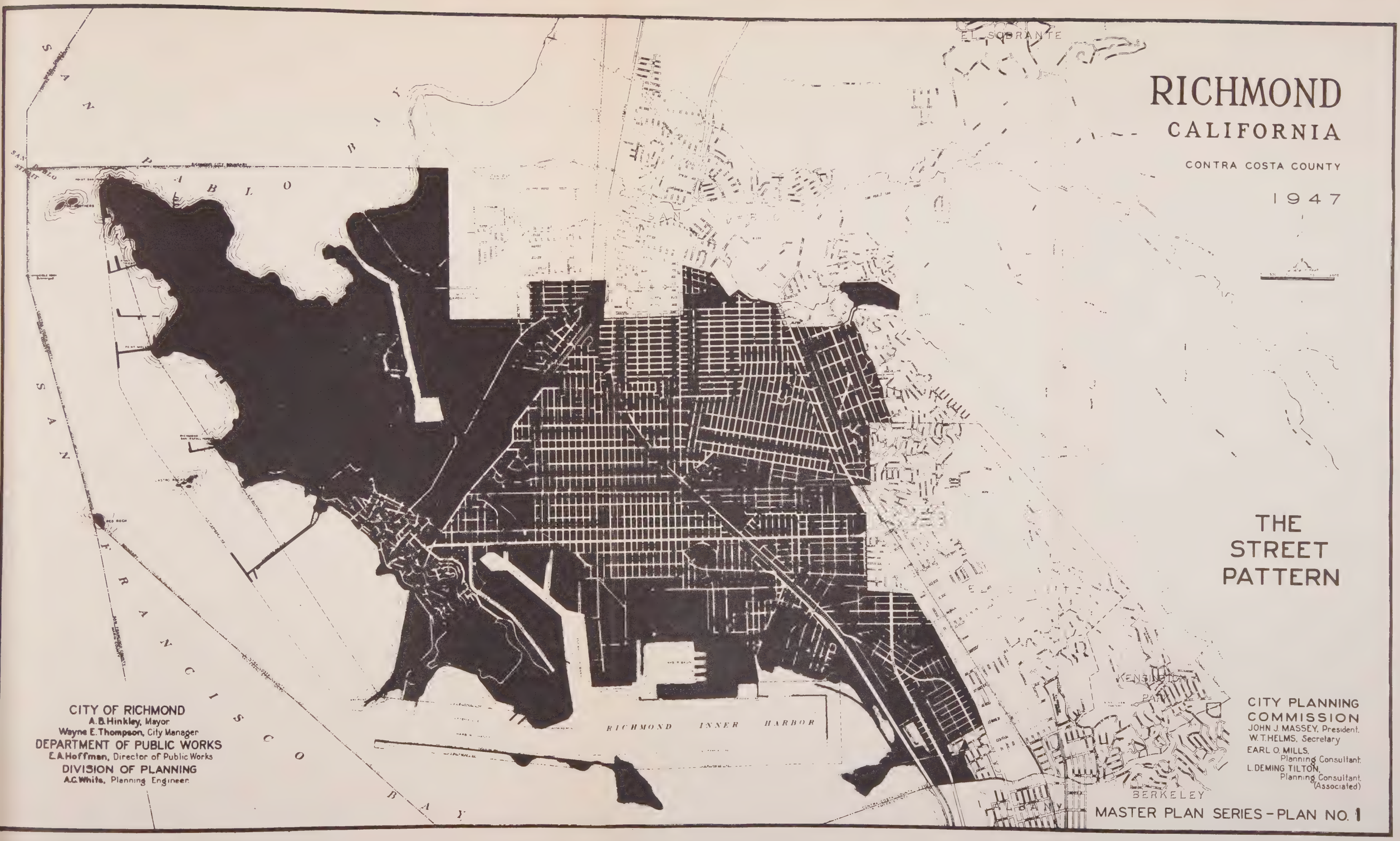
the movement upon these arteries; would limit the number of intersections and arrange each crossing for safe, continuous use; and would employ signals and channels to expedite the flow and make the crossings safe. At this stage in the development of Richmond, such measures can only be taken in outlying suburban areas. Within the city, where the street pattern has crystallized, the remedy must be found in corrective efforts such as

a. street widening,
b. vision clearance,
c. channelization,
d. signals,
e. elimination of parking,
f. replacement of bus stops,
g. rerouting of trucks, and the like. Plate 21 directs attention to some of the more critical intersections. Plans have been made for the improvement of some of the more obvious danger spots.

G. SYSTEMATIC PROVISION OF FUNDS is essential to the execution of the Major Thoroughfare Plan. The preparations of a scheume of thoroughfares is merely the first of several steps that have to be taken to solve Richmond's traffic problem. The plan shows what to do; the program shows the projects that deserve first consideration, and first claim upon funds as they become available.

III - STUDIES AND PLANS

A SERIES OF MAPS, PLANS, AND CHARTS FOLLOWED IN EACH CASE BY EXPLANATORY TEXT, COVERING THE BASIC ELEMENTS OF THE TRAFFIC AND PARKING PROBLEMS OF RICHMOND AND THE SOLUTIONS PROPOSED.

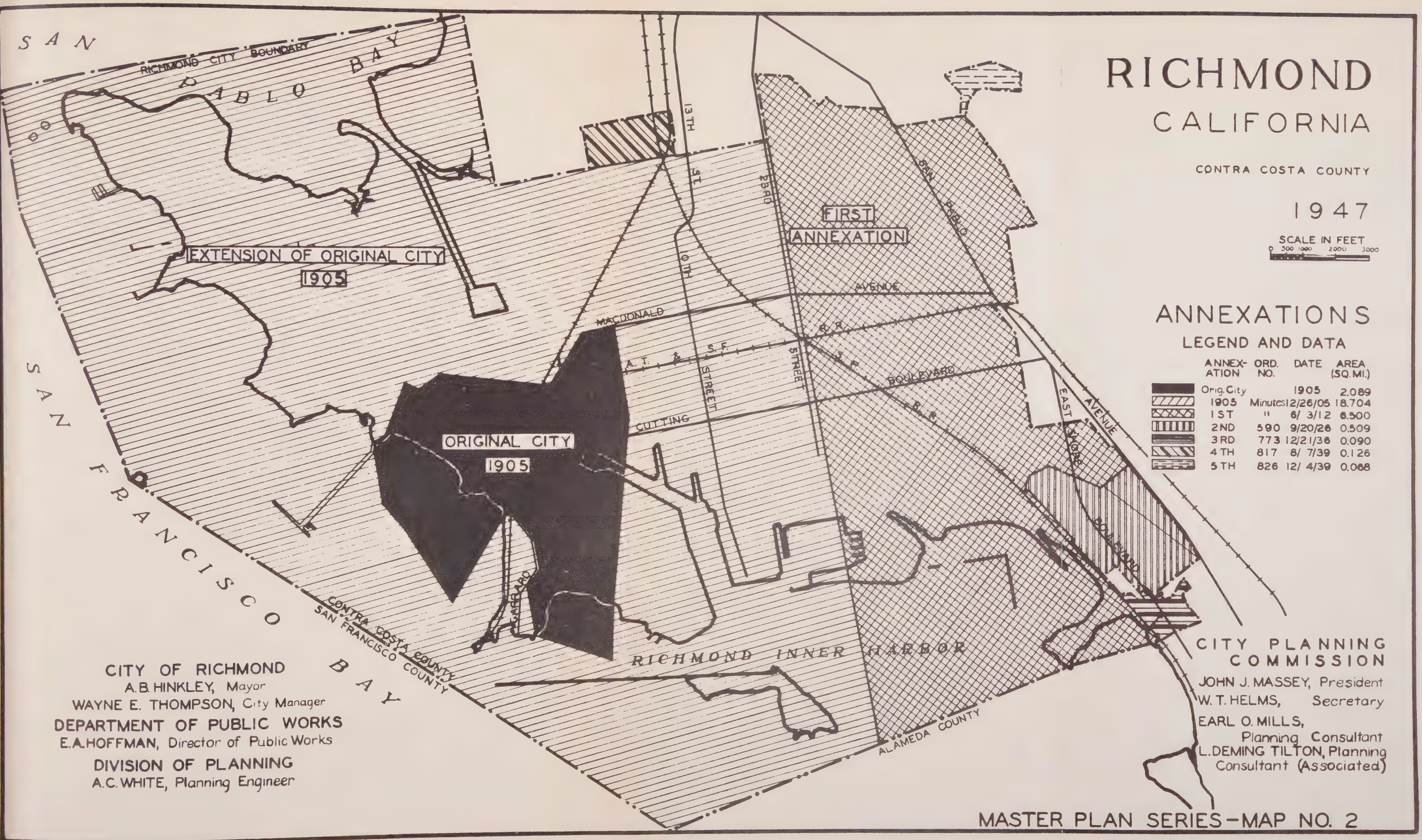

RICHMOND
CALIFORNIA
CONTRA COSTA COUNTY
1947
THE STREET PATTERN
SAN PABLO BAY
SAN FRANCISCO BAY
EL SOBRANTE
RICHMOND INNER HARBOR
KENSINGTON
BERKELEY
ALBANY
CITY OF RICHMOND
A. B. Hinkley, Mayor
Wayne E. Thompson, City Manager
DEPARTMENT OF PUBLIC WORKS
E. A. Hoffman, Director of Public Works
DIVISION OF PLANNING
A. C. White, Planning Engineer
CITY PLANNING COMMISSION
JOHN J. MASSEY, President.
W. T. HELMS, Secretary
EARL O. MILLS, Planning Consultant
L. DEMING TILTON, Planning Consultant (Associated)
MASTER PLAN SERIES - PLAN NO. 1

THE STREET PATTERN

The City of Richmond was created as a Municipal Corporation, city of the Sixth Class, on August 7, 1905, with an area of 2.089 square miles; but in December of the same year, its area was increased ten-fold by the annexation of 22.3329 square miles of new territory, including all of the navigable water now lying within the corporate city limits.

Several years later, March 4, 1909, the State Legislature granted the City a Freeholders Charter, and from that time on, by successive additions, as shown on Plate 2, the City increased in size to its present area of 31.7148 square miles.

Just outside Richmond, and hemming it on almost all sides, are other cities, and growing suburban districts. This urban complex, regardless of place names, functions as one unit and will be referred to hereafter as the Richmond community.


RICHMOND
CALIFORNIA
CONTRA COSTA COUNTY
1947
SCALE IN FEET
0 500 1000 2000 3000
ANNEXATIONS
LEGEND AND DATA
ANNEX-ATION | ORD. NO. | DATE | AREA (SQ. MI.)
Orig. City | | 1905 | 2.089
1905 | Minutes | 12/26/05 | 18.704
1 ST | " | 6/ 3/12 | 6.500
2 ND | 590 | 9/20/26 | 0.509
3 RD | 773 | 12/21/36 | 0.090
4 TH | 817 | 8/ 7/39 | 0.126
5 TH | 826 | 12/ 4/39 | 0.068
SAN PABLO BAY
RICHMOND CITY BOUNDARY
EXTENSION OF ORIGINAL CITY
1905
FIRST ANNEXATION
ORIGINAL CITY
1905
13TH ST
10TH STREET
23RD STREET
MACDONALD AVENUE
A. T. & S. F.
CUTTING BOULEVARD
B. R.
P. R.
EAST BAY AVENUE
SAN PABLO BOULEVARD
SAN PABLO
CONTRA COSTA COUNTY
SAN FRANCISCO COUNTY
SAN FRANCISCO BAY
RICHMOND INNER HARBOR
ALAMEDA COUNTY
CITY OF RICHMOND
A. B. HINKLEY, Mayor
WAYNE E. THOMPSON, City Manager
DEPARTMENT OF PUBLIC WORKS
E. A. HOFFMAN, Director of Public Works
DIVISION OF PLANNING
A. C. WHITE, Planning Engineer
CITY PLANNING COMMISSION
JOHN J. MASSEY, President
W. T. HELMS, Secretary
EARL O. MILLS, Planning Consultant
L. DEMING TILTON, Planning Consultant (Associated)
MASTER PLAN SERIES—MAP NO. 2


REGIONAL MAP
OF
RICHMOND
AND
NORTH BAY AREAS
SAN FRANCISCO BAY
CITY PLANNING COMMISSION
EARL O MILLS, PLANNING CONSULTANT
MASTER PLAN SERIES
PREPARED BY
DIVISION OF PLANNING
DEPARTMENT OF PUBLIC WORKS
E.A. HOFFMAN, DIRECTOR OF PUBLIC WORKS
A.C. WHITE, PLANNING ENGINEER
NOV. 1946
MAP NO. RS-8-25
SCALE IN MILES
SAN PABLO
BAY
SAN FRANCISCO
BAY
PACIFIC
OCEAN
RICHMOND
ISLAND NO. 1
TUBBS ISLAND
SUISUN BAY
MARE ISLAND
VALLEJO
BENICIA
PORT CHICAGO
CONCORD
PORT COSTA
MARTINEZ
HERCULES
PINOLE
SOBRANTE
EL CERRITO
EMERYVILLE
SAN RAFAEL
SAN ANSELMO
FAIRFAX
GREENBRAE
KENTFIELD
LARKSPUR
CORTE MADERA
SAN LEANDRO
MILL VALLEY
BELVEDERE
RICHARDSON BAY
SAUSALITO
ANGEL ISLAND
FORT BAKER
FORT CRONKHITE
FORT BARRY
FORT BAYLY
PRESIDIO
GOLDEN GATE
PIRBLO STRAIT
CARQUINEZ STRAIT
SUISUN STRAIT
SOLANO COUNTY
MARIN COUNTY
CONTRA COSTA COUNTY
SAN MATEO COUNTY
ALAMEDA COUNTY

PLATE NO. 3

The Richmond community is part of a dynamic region having the Richmond-San Francisco Bay as its principal feature and unifying influence as shown on Plate 3. Many important business and industrial activities are concentrated here. All are dependent upon transportation. Circulation, therefore, sustains this community, and traffic questions consequently are a common topic of conversation. The problems of the municipality have become complex and more troublesome in recent years because of the increasing number of automobiles and trucks moving on the streets, the demands for parking space in business sections, the conflicts between motor traffic and railroads, the accidents at badly-designed intersections, the injurious effects of heavy, through traffic upon property values, and similar conditions.

The effects of traffic, adverse or beneficial, are determined in large part by the qualities of the circulatory system, the net-work or pattern of streets and highways that serves the community. This "system", if it can be called such, is shown in elemental form in Plate 1. It is an assembled scheme of

RICHMOND
CALIFORNIA

CONTRA COSTA COUNTY

SAN PABLO RANCHO

1823 DON FRANCISCO CASTRO MADE FORMAL APPLICATION TO MEXICAN PROVINCIAL GOVERNMENT AT MONTEREY AND WAS PERMITTED TO TAKE IMMEDIATE POSSESSION

1834 CASTRO FAMILY RECEIVED LEGAL GRANT TO 17000 ACRES

1872 SALT MARSH AND TIDELANDS SURVEYED BY AND DISPOSED OF BY THE STATE BOARD OF TIDE LAND COMMISSIONERS

1893 RANCHO SAN PABLO PARTITIONED BY STATE REFEREE

1905 CITY OF RICHMOND INCORPORATED AS 6TH CLASS CITY

1909 CITY OF RICHMOND GRANTED MUNICIPAL CHARTER BY STATE

LEGEND

ROADS OF 1893, NOW MAJOR STREETS (1947)

ROADS OF 1893, NOW ABANDONED OR RELOCATED

SALT MARSH AND TIDELANDS OF 1893

ROAD MAP OF 1893

SHOWING ROADS AND GEOGRAPHICAL FEATURES AT TIME OF PARTITION OF THE RANCHO SAN PABLO

POINT SAN PABLO

MOLATE POINT

CASTRO POINT

CASTRO ROCKS

RED ROCK

PT RICHMOND

POINT POTRERO

BROOKS ISLAND

POINT ISABEL

RANCHO SAN PABLO

BARRETT

STEGE

TOWN OF SAN PABLO

SAN PABLO STA

BARRETT STA

GOULD'S LANDING

RANCHO EL SOBRANTE

RANCHO SAN PABLO

RANCHO SAN ANTONIO

CITY OF RICHMOND
A. B. Hinkley, Mayor
Wayne E. Thompson, City Manager
DEPARTMENT OF PUBLIC WORKS
E. A. Hoffman, Director of Public Works
DIVISION OF PLANNING
A. C. White, Planning Engineer

PLAN NO 25-G-34
PLANNING DIVISION
CITY OF RICHMOND

PLATE NO. 4

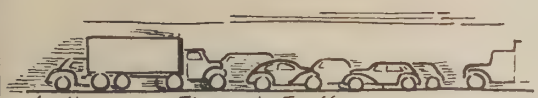
traffic ways, not a planned development. It came into existence through the influence of geographical factors, the partitioning of San Pablo Rancho (which was a portion of the great Castro Grant granted by Mexican authorities in 1823) and subsequently through the processes of land subdivision carried on by spurts and disjointed efforts over a period of forty years. More recently the impact of World War II brought into being Richmond's shipyard Access Highway which now connects with East Shore Highway and the San Francisco-Oakland Bay Bridge.

In 1893, when San Pablo Rancho was partitioned by the State's referee in partition, the territory now occupied by the City of Richmond was traversed by one main highway one hundred feet (100') in width, namely, San Pablo Avenue, and by not more than a dozen subsidiary county roads, Prior to 1893, the westerly portion of what is now known as the City of Richmond and more particularly described as Potrero was an island separated from the mainland of Richmond by

swamp and overflow land. It is evident, then, that the City of Richmond, during the early years particularly, and subsequently by reason of the haphazard land subdivision had little or nothing to do with the determination of the general pattern of streets. The result is the general scheme of traffic ways shown in the plate following. This is the "material" out of which a circulatory system adapted to the needs of a modern city must be made.

ELEMENTS *of the* TRAFFIC PROBLEM

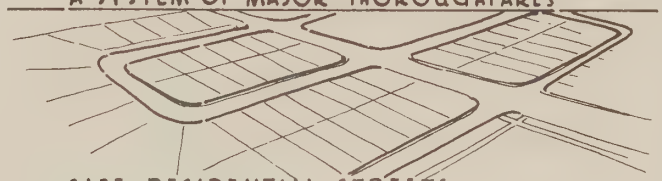
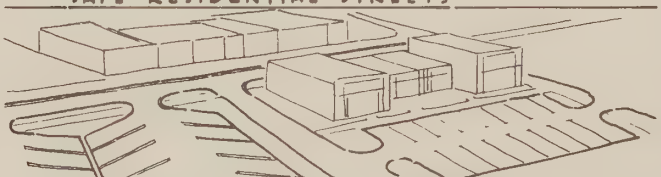
CONDITIONS CREATING PROBLEMS:	FACILITIES NEEDED:
1. Non-stop Through Traffic	FREEWAYS & EXPRESS HIGHWAYS
2. Local Through Traffic	A SYSTEM OF MAJOR THOROUGHFARES
3. Neighborhood Traffic	SAFE RESIDENTIAL STREETS
4. Parking	PUBLIC OFF-STREET PARKING
5. Loading & Unloading Goods	ALLEYS & REAR LOADING AREAS
6. Bus Service	FIXED ROUTES & SAFE LOADING ZONES
7. Pedestrian & Driver Service	TRAFFIC SIGNALS, CROSSWALKS, SAFETY ISLANDS
8. Comfort & Civic Pride	SMOOTH ATTRACTIVE STREETS











RICHMOND, CALIFORNIA

EARL O. MILLS, L. DEMING TILTON
PLANNING CONSULTANTS

Plate 5

ELEMENTS OF THE TRAFFIC PROBLEM

Richmond, as has been stated, is not a planned city. Its street pattern shows almost all the common faults of a city that "just grew".

Important arteries are too narrow.
Promising thoroughfares end abruptly.
Many offsets appear in the street system.
Numerous intersections are traffic traps and danger points.
Trucks roar through residential areas.
Railroad grade crossings invite accidents.
Schools face speedways.
Narrow streets occur where the traffic load calls for a wide thoroughfare.
Connections with outlying county and state highways are inadequately developed.
Street grades in the hillside areas are often excessive, and the alignment often tortuous.

Parking on business streets impedes the vital flow of through traffic.
New business districts are emerging without adequate off-street parking space.
Truck routes shift with changing demands.

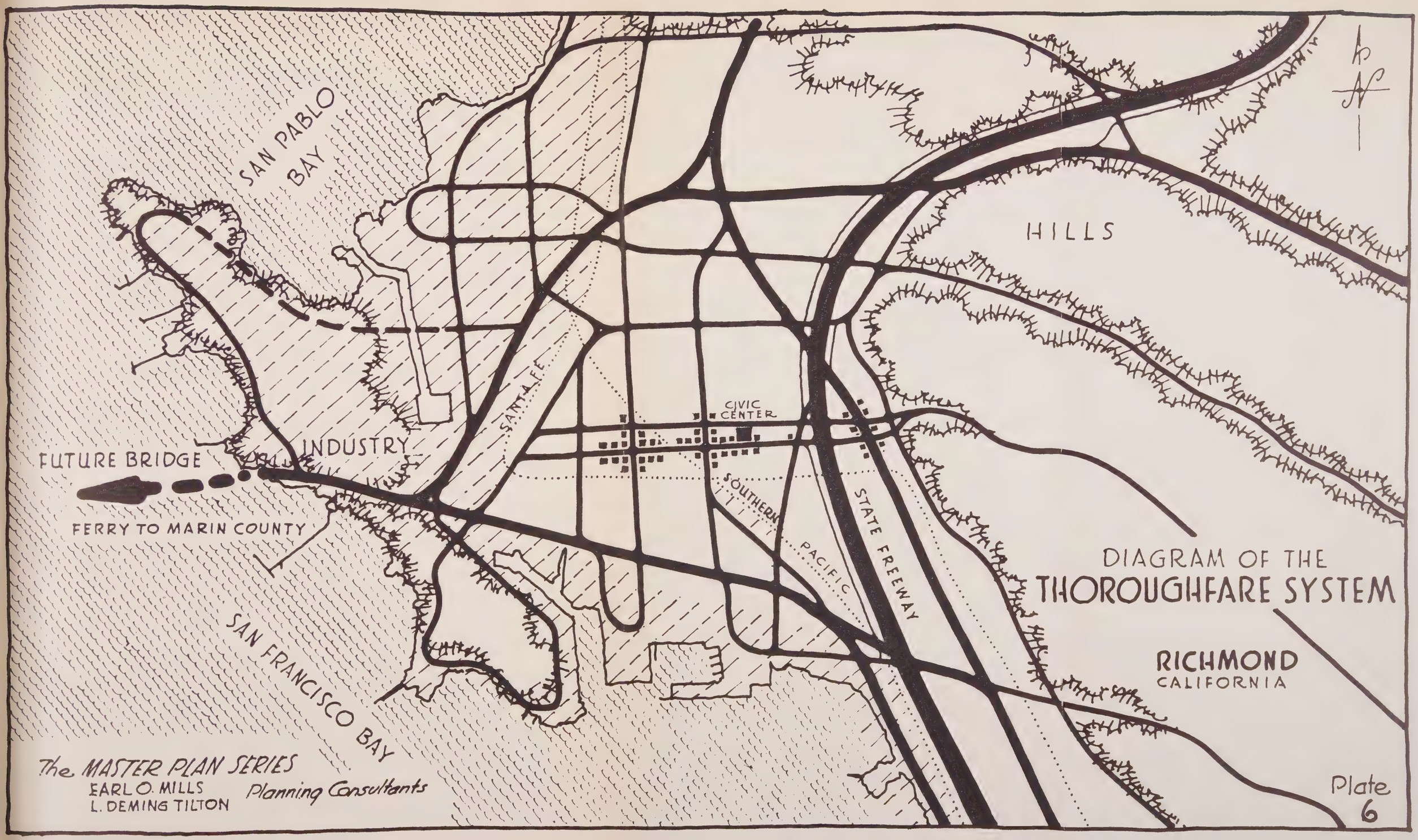
Busses having inadequate loading zones

Many of these conditions, which impair the smooth, efficient functioning of the city, are shown graphically on Plate 5.

It is the main purpose of this report to outline a plan for the correction of the more serious faults and deficiencies of the Richmond Street system. The errors of the past must be overcome, and new policies established to prevent, or at least to lessen, the number of mistakes made in laying out future streets. The important part that the City is destined to play in the future economy of the Bay Area calls for a thoroughfare plan.

The mistakes made during the mushroom growth of the City, and the fresh problems created by World War II have made City Officials realize the need for a more efficient circulatory system. They are in posession of facts which can give them a fairly clear conception of the future city. By employment of ordinary foresight and good judgment in the timing of action, the mistakes of the past may be

corrected and the needs of the future city can be met. The plan here presented is one of the tools by which Richmond can be made more efficient as a producing center, as well as more livable for those who make it their home.


SAN PABLO BAY
HILLS
CIVIC CENTER
SANTA FE
INDUSTRY
FUTURE BRIDGE
FERRY TO MARIN COUNTY
SOUTHERN PACIFIC
STATE FREEWAY
SAN FRANCISCO BAY
DIAGRAM OF THE
THOROUGHFARE SYSTEM
RICHMOND
CALIFORNIA
The MASTER PLAN SERIES
EARL O. MILLS
L. DEMING TILTON
Planning Consultants
Plate 6

THOROUGHFARE DIAGRAM

The map of Richmond, Plate 1, clearly shows the patch-work pattern of streets. Only a few streets or highways run continuously north and south, or east and west, across the area of the city. The thoroughfares are all well known, and popular: San Pablo Avenue and East Shore Boulevards (U. S. Highway 40), Cutting Boulevard, Macdonald Avenue, Barrett Avenue, Access Highway (State Highway 69), Potrero Avenue and 23rd Street.

These thoroughfares have a high efficiency rating, and carry a heavy volume of traffic largely because they are continuous. They convey the flow of vehicles without interruption through the body of the community, or from one district to another. When the term "major street" is used henceforth it will be understood that streets having the following characteristics are in mind:

> They will be continuous, direct, and have an alignment without sharp turns or right angles,
>
> They will form smooth, easy connections with other thoroughfares,

Each major street will have an adequate right-of-way width with sufficient traffic lane capacity to meet demands.

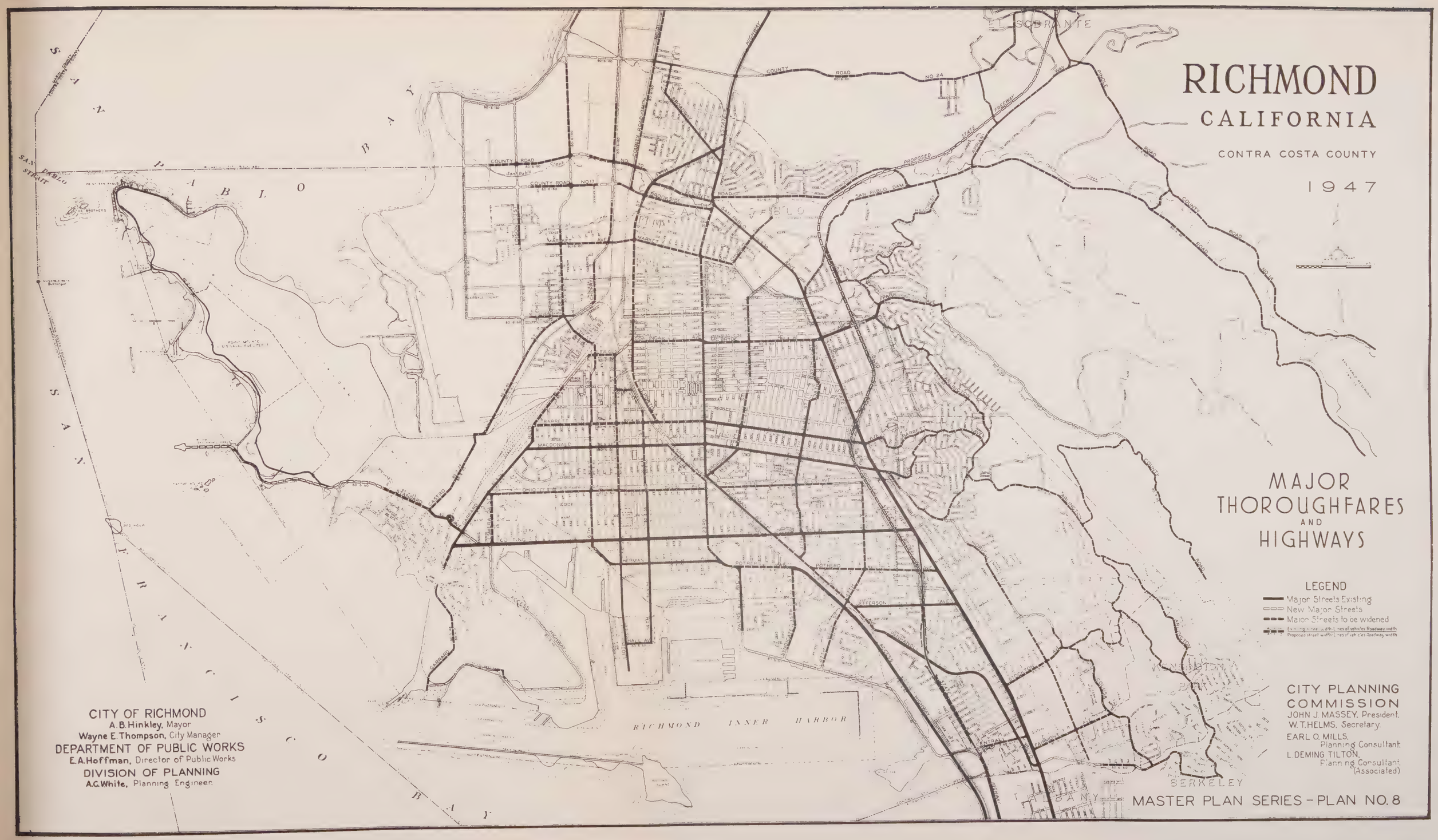
Major streets are dominant elements in the street pattern, and to be fully serviceable to the community they must constitute a system. Wide major thoroughfares should be spaced at intervals of about half a mile. To the extent permitted by existing conditions, they should directly connect major centers of business and industry; permit easy, straight movement from one part of the city to another; lead from home areas to industrial districts, and carry through traffic either around or without interruption through the areas of congestion.

The routes extending into surrounding regions outside the City obviously call for special consideration. They should have greater widths, and larger traffic capacity. Minor or tributary streets should pour their traffic streams into these broad, direct arterials. Bus lines and truck routes will be established on major streets. Store groups can be expected to form at points where they intersect.


RICHMOND
CALIFORNIA
CONTRA COSTA COUNTY
1947
Scale in Feet
SUBDIVISIONS
SUBDIVISIONS WITHIN THE CITY
TRACTS LAID OUT IN THE PERIOD FROM 1905 (WHEN THE CITY WAS FOUNDED) TO 1947 - 116
TRACTS LAID OUT PRIOR TO 1905 - 21
TOTAL 137
CITY PLANNING COMMISSION
JOHN J. MASSEY, President
W. T. HELMS, Secretary
EARL O. MILLS, Planning Consultant
L. DEMING TILTON, Planning Consultant (Associated)
CITY OF RICHMOND
A. B. Hinkley, Mayor
Wayne E. Thompson, City Manager
DEPARTMENT OF PUBLIC WORKS
E. A. Hoffman, Director of Public Works
DIVISION OF PLANNING
A. C. White, Planning Engineer
MASTER PLAN SERIES-PLAN NO. 7
SAN PABLO BAY
SAN FRANCISCO BAY
SAN PABLO STRAIT
EL SOBRANTE
SAN PABLO
EL CERRITO
BERKELEY
ALBANY
RICHMOND INNER HARBOR
INNER HARBOR BASIN
BROOKS ISLAND
POINT MOLATE
MUNICIPAL GARBAGE DUMP
CASTRO ROCKS
RED ROCK
THE BROTHERS
ST. JOSEPHS CEMETERY
ALVARADO PARK
SUNSET VIEW CEMETERY
BOY SCOUT CAMP
San Pablo Creek
Wildcat Creek
HARBOR CHANNEL
FORD CHANNEL
POTRERO POINT
POINT ISABEL

Richmond will benefit greatly from the establishment of a system of major streets.

Land uses and the zoning scheme will be related to and hang upon this circulatory framework. Corrective measures can be taken to overcome the failure of earlier subdividers to make certain of these streets continuous, and of proper width, gradient, and alignment. Funds for street work can be allocated systematically, for improvements that will provide business, industry, and property owners with adequate returns. Property owners will have a reliable guide, and investments in improvements can be made with knowledge of the main lines of future traffic movement.


RICHMOND
CALIFORNIA
CONTRA COSTA COUNTY
1947
MAJOR THOROUGHFARES AND HIGHWAYS
LEGEND
Major Streets Existing
New Major Streets
Major Streets to be widened
Existing street width, lines of vehicles Roadway width
Proposed street width, lines of vehicles Roadway width
CITY PLANNING COMMISSION
JOHN J. MASSEY, President.
W. T. HELMS, Secretary.
EARL O. MILLS, Planning Consultant.
L. DEMING TILTON, Planning Consultant (Associated)
CITY OF RICHMOND
A. B. Hinkley, Mayor
Wayne E. Thompson, City Manager
DEPARTMENT OF PUBLIC WORKS
E. A. Hoffman, Director of Public Works
DIVISION OF PLANNING
A. C. White, Planning Engineer
MASTER PLAN SERIES - PLAN NO. 8
SAN PABLO BAY
SAN PABLO STRAIT
SAN FRANCISCO BAY
RICHMOND INNER HARBOR
EL SOBRANTE
BERKELEY
ALBANY
COUNTY ROAD NO. 24
COUNTY ROAD NO. 17
COUNTY ROAD NO. 14
PROPOSED STATE FREEWAY
SAN PABLO DAM
BROADWAY
MARKET AVE.
BARRETT AVE.
MACDONALD
OHIO
POTRERO
PETERSON
CARRIER
HERMAN
CARQUINEZ BRIDGE
CARQUINEZ HIGHWAY
PINOLE
PARK

THE MAJOR THOROUGHFARE PLAN

Richmond would not be much of a city, or have a very bright future, if trucks and busses could not get into it, or citizens in modern vehicles could not move about freely on its streets.

The Richmond Thoroughfare Plan is designed primarily to give the community better circulation. The efficiency of Richmond as a business and manufacturing center depends to a large extent upon the ability of essential traffic to flow smoothly upon its thoroughfares. The people who live here will find Richmond more satisfying as a home if its streets can be made safer and its major traffic problems can be solved. Growth and development in the years ahead will come more easily as the city provides itself with a fundamentally sound circulatory system.

The basic framework of such a system is an organic arrangement of wide, direct major thoroughfares. The functions of these main arterials are briefly:

To carry a heavy volume of State or regional traffic through Richmond,

To bring outside traffic into this community and take Richmond traffic to outside points,

To enable trucks and busses to move about on designated routes and to serve business and industry in the city,

To permit citizens to travel directly between home and work,

To facilitate neighborhood deliveries and make it easy for shoppers to reach stores,

To provide wide avenues for fire protection, and for evacuation in time of disaster.

The creation of a system of main arteries which will meet all the above tests will not be easy in Richmond. The community has grown for many years with little consideration of this problem. As a consequence, many factors and conditions now interfere with the establishment of a sound circulatory system.

Consider topography, for example, as shown in the diagram, Plate 6:

The waters of San Francisco Bay bound the City on the west,

A range of hills, reaching heights 800 feet above the Bay border the city on the east,

The plain on which the city stands is approached by easy gradients only through narrow gateways at the south,

The subdivision pattern on the flat areas has been generally rectangular, with little coordination along important arterials,

The hillsides, which are generally outside the City of Richmond, are being subdivided in small units, with inadequate provision of wide, easy-gradient, main-approach streets.

The land use pattern is now fixed, and this, too, is a controlling condition.

Industry is concentrated in large districts along the water front,

Large industrial enterprises such as Standard Oil and Santa Fe, break the street pattern at strategic points,

Two railroads, with numerous marginal industries, divide the City, creating many hazardous grade crossings,

The principle business center, once near the waterfront, has moved to Macdonald Avenue, and is now spreading northward and eastward,

New commercial centers, mostly of the "shoe-string" type are appearing along San Pablo Avenue, 23rd, 10th, and other thoroughfares,

Government housing has blocked streets in many sections and created new concentrations of population and traffic,

Schools, parks, and institutions have been located without regard to main lines of traffic movement.

Some of the present traffic handicaps would be less serious if the basic street pattern were orderly. The Richmond street system as it stands is largely the byproduct of land-selling and was created by some 137 subdividers, each operating more or less independently.

A system of old Spanish and Mexican grant roads connecting with San Pablo Road set the basic frame work for present streets.

Streets vary in width from 40 feet to 120 feet, the narrower widths appearing in many instances where the traffic volume is heaviest,

Jogs, dead ends, and irrational changes of direction create traffic hazards and confusion,

The irregularities of the street system are further complicated by extensive fringe

development and the incorporation of suburban cities, thus depriving Richmond of many opportunities for the correction of earlier defects in its circulatory system.

The conditions cited complicate the traffic problem, and these complications are almost certain to be intensified by trends of growth and development.

The volume of traffic of all classes will increase,

The character of traffic will change, with more heavy vehicles appearing, and more busses operating on city streets,

The parking demand will be greater, with more vehicles loading and unloading on business streets, and more automobiles seeking space on public ways,

New industrial growth will increase the volume of truck traffic along certain thoroughfares,

The projected State Freeway will notably decrease high-speed through-traffic on surface streets, but will create new distortions in the local traffic pattern.

A new Bay crossing off Richmond point to Marin County must be considered in long-term highway plans,

Additional new incorporated cities can be expected on the outskirts of Richmond to hem the city in, and further restrict the proper expansion of its arterial system,

Traffic, unless managed with skill and understanding, will cause increasing loss and injury, destroy residential property values, create blight and slums, induce decentralization of business, and handicap industrial expansion.

The Master Plan of Richmond has been developed with full consideration of such trends and prospects. The Thoroughfare Plan, which is a part of the Master Plan, is designed to prevent further impairment of the circulatory system. It would serve as the basis for future policies relating to budgets and expenditures for street improvements, and for legal measures governing the use of streets, and the acquisition and acceptance of future rights of way.

In specific terms, the Thoroughfare Plan provides a new and systematic classification of streets that will become increasingly useful in determining, among other things, the

width and type of paving, drainage, lighting,

design of intersections and connections,

extent and method of street widening by:

a. immediate property acquisition,

b. set-back lines for future widening

direction, width, and priority for street extensions,

location and method of eliminating railroad grade crossings,

methods of regulating traffic and parking

standards for acceptance of new streets in industrial, business, and residential areas.

Adaptation of the Thoroughfare System to the terrain and to the land uses of the area is indicated in the Thoroughfare Diagram, Plate 6, to which reference is again made. The dominant elements of the System may be noted briefly, as follows:

1. THE PROPOSED STATE FREEWAY, (along East Shore Boulevard and parallel to San Pablo Avenue) for which rights of way are now being secured. This highway will be officially designated as U. S. 40 and will form a link of a great Federal

Highway which now crosses the continent in an Easterly direction from San Francisco to Baltimore, also providing a means of rapid and direct transportation to Oakland, San Francisco, Sacramento, and the State Highway System. Completion of the project will create certain new traffic and land use problems in Richmond, but its beneficial effects upon the community will far outweigh any prospective injury or damages. The City, subsequent to official hearings by the Division of Highways, has given its full support to this proposal and should urge its early completion.

2. SAN PABLO AVENUE, at the present time designated as U. S. 40, will be superseded to some extent by the Freeway. This is the heaviest travelled through-route in Richmond, making connections with practically all other important elements of the Richmond Major Thoroughfare System. Its general capacity and condition are satisfactory, but certain improvements including synchronized traffic signals and channelization are advisable in the interest of safety at various street intersections. A tabular statement, Appendix A, has been appended to this report to show present

rights-of-way and paving widths, proposed future street widenings, openings, improvements and other pertinent information on arterial thoroughfares. In the interest of brevity, frequent reference is made to Appendix A.

3. STATE ROUTE 69, including Access Highway and portions of Potrero Avenue, Hermann Avenue, 7th Street, Cutting Boulevard, Standard Avenue, and Western Drive. This route was very recently, under Assembly Bill No. 1763, incorporated into the State system of highways. This route is important for several reasons:

Because it furnishes a wide, direct connection from U. S. 40 at Albany through Richmond to the Richmond-San Rafael Ferry;

Because it provides a direct approach to the harbor, the industrial areas, and the Standard Oil Refinery; and

Because it furnishes the main feeder to the heart of the business area of the City by means of its connections with 23rd Street, 10th Street, 6th Street, and Garrard Avenue.

A portion of this route, commonly referred to as Access Highway and having served an extremely important function during the war as a direct

access road to the Kaiser Shipyards, now remains as the most important arterial into Richmond's postwar industrial areas. Variations in the right-of-way widths and in traffic capacity occur frequently on Route 69 and it will require straightening of the right-of-way, widening of other portions, the installation of traffic signals, and modern channelization of numerous intersections on the route.

4. TWENTY-THIRD STREET -- Outside of San Pablo Avenue, 23rd Street is the most important north and south arterial connecting the heart of the city with the state highway (U.S. 40) to the north and the Access Highway (Route 69(b) to the south. The traffic efficiency of this street is seriously affected by traffic congestion at San Pablo Avenue, Rheem Avenue (near Richmond Union High School), Macdonald Avenue, Broadway, Cutting Boulevard and Hermann Avenue. The original business establishments along 23rd Street, most of which were established since the end of World War II have created further interference with essential through movement. This interference will become more critical in

the narrower sections of the street. Widening, therefore, is recommended and should be anticipated by establishment of building lines as indicated on Plate 8. A particularly bad street intersection on this thoroughfare occurs at the juncture of Broadway, Pullman Avenue, and Espee Avenue with 23rd Street, a six point intersection, complicated further by a dangerous railroad grade crossing with the Southern Pacific Railroad and an overhead crossing of the Santa Fe Railroad.

5. MACDONALD AVENUE deserves note because it is the principal business street of Richmond. Its right-of-way width is 80 feet, the paving is 56 feet, and the sidewalks are 12 feet wide. Bus Lines, truck loading at the curb (because of the absence of alleys) and traffic concentrations at corners already tax the capacity of the street. An inadequate and unsightly underpass at the Southern Pacific Railroad Crossing presents a barrier to the continuous flow of traffic and further lessens the usefulness of this arterial. Macdonald Avenue has the advantage of being directly connected with San Pablo Avenue on the east and Garrard Boulevard on the west.

6. PANHANDLE BOULEVARD - PULLMAN AVENUE serves as a cross-city diagonal thoroughfare extending from San Pablo Avenue in El Cerrito to 23rd Street, in the business center of Richmond. Pullman Avenue is narrow at present, but plans are now complete (1947) for its widening. Bad intersections impair the efficiency of this thoroughfare. Proximity of Pullman Avenue to the Southern Pacific Railroad presents many difficulties for future crossing separations at 47th Street, Cutting Boulevard, and Broadway. The construction of U. S. 40 Freeway East Shore Boulevard will eliminate the present grade intersection where Panhandle Boulevard crosses the State Highway. Eventually an improvement should be anticipated at the intersection of Panhandle Boulevard and San Pablo Avenue in El Cerrito.

7. GARRARD BOULEVARD has considerable traffic value as an interceptor along the Santa Fe, where railroad installations block east-west streets for a distance of nearly 2 miles. This street needs widening from Barrett north, and should be extended North of Pennsylvania Avenue through the

grounds of the Peres School to Lincoln Avenue and North Richmond to provide a direct continuous thoroughfare. Eventually, the Garrard Boulevard route should connect with U. S. 40 Freeway for handling truck traffic by an East-West shuttle via Lincoln Avenue, Coalinga Avenue, and McBryde Avenue, with an over-pass at the Southern Pacific Railroad as shown on Plate 8.

8. CASTRO STREET, lying parallel to and west of the Santa Fe Railroad classification yards, was recently constructed by the City to furnish a truck route for the heavy industrial area in Point Richmond. Future developments in this large industrial section promise vastly increased truck operations that will require future widening. A new net-work of industrial highways connecting with Castro Street is shown on Plate 8, as a reminder of the importance of circulation in this area. Ways of adequate width must be reserved to permit service to industrial plants.

9. ARLINGTON BOULEVARD, although outside Richmond, is important because of its proximity and position as the only North-South through-route in the hills

east of Richmond. Its location on the ridge makes construction difficult, but a wider highway should be anticipated.

10. TENTH STREET - THIRTEENTH STREET, cutting through the center of the downtown business district, serves as the major north-south arterial and carries heavy traffic to and from the southerly industrial areas. Grade crossings at the Southern Pacific Railroad and Santa Fé Railroad should eventually be eliminated. The plan recommended is described more fully under RAILROAD GRADE CROSSING SEPARATIONS. The right-of-way along this route varies in width, and several widenings are recommended, as shown on the Major Thoroughfare Plan.

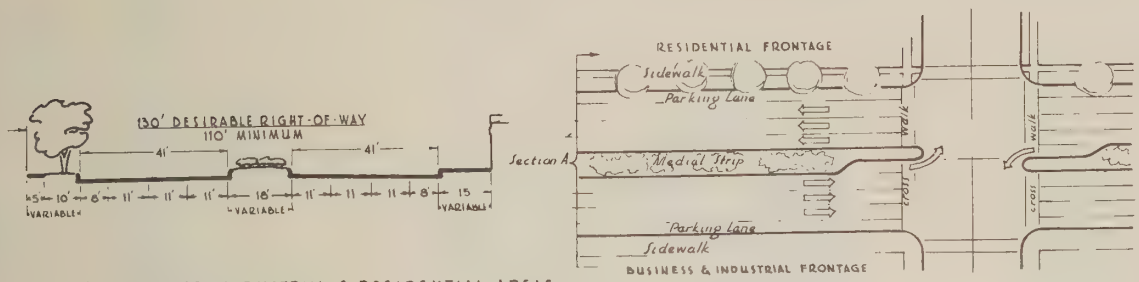
11. BARRETT AVENUE serves as a relief for Macdonald Avenue. It provides the most direct connection between the hill residential areas east of the City, and the industrial districts on the west. The section west of 23rd Street should be widened.

Many other streets of lesser importance than those noted have been incorporated in the thoroughfare system. These are shown on the Major

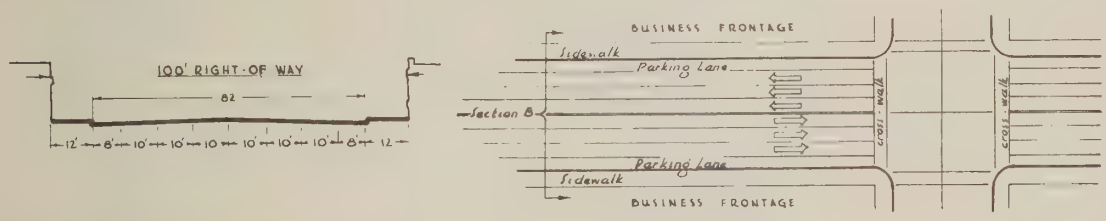
RECOMMENDED STREET CROSS SECTIONS

CITY OF RICHMOND CALIFORNIA

8 LANE MAJOR THOROUGHFARES

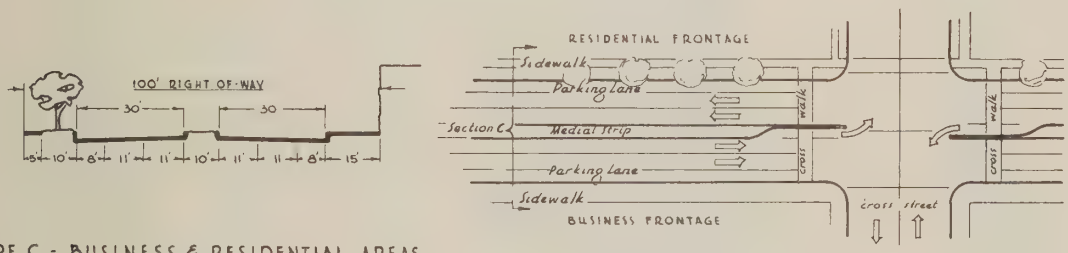


TYPE A - BUSINESS, INDUSTRIAL & RESIDENTIAL AREAS.

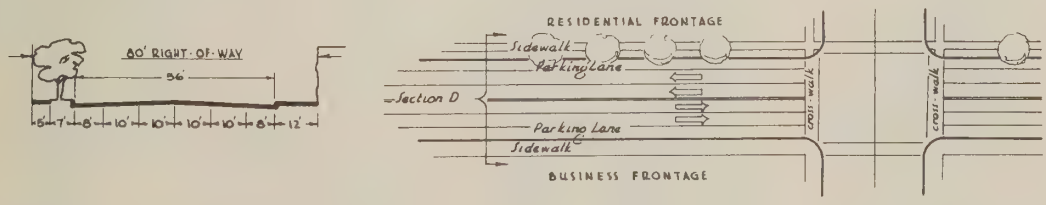


TYPE B - BUSINESS AREAS

6 LANE MAJOR THOROUGHFARES

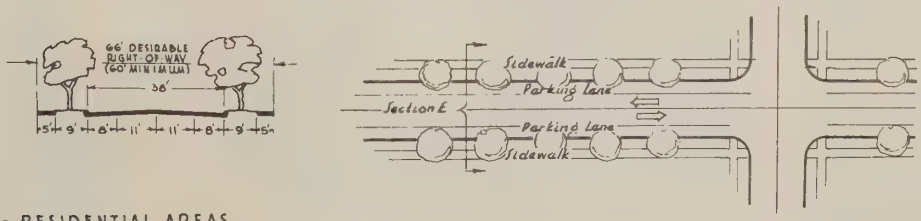


TYPE C - BUSINESS & RESIDENTIAL AREAS



TYPE D - BUSINESS & RESIDENTIAL AREAS

4 LANE MINOR STREETS



TYPE E - RESIDENTIAL AREAS

THE MASTER PLAN SERIES

EARL O. MILLS, L. DEMING TILTON
PLANNING CONSULTANTS

Plate 9

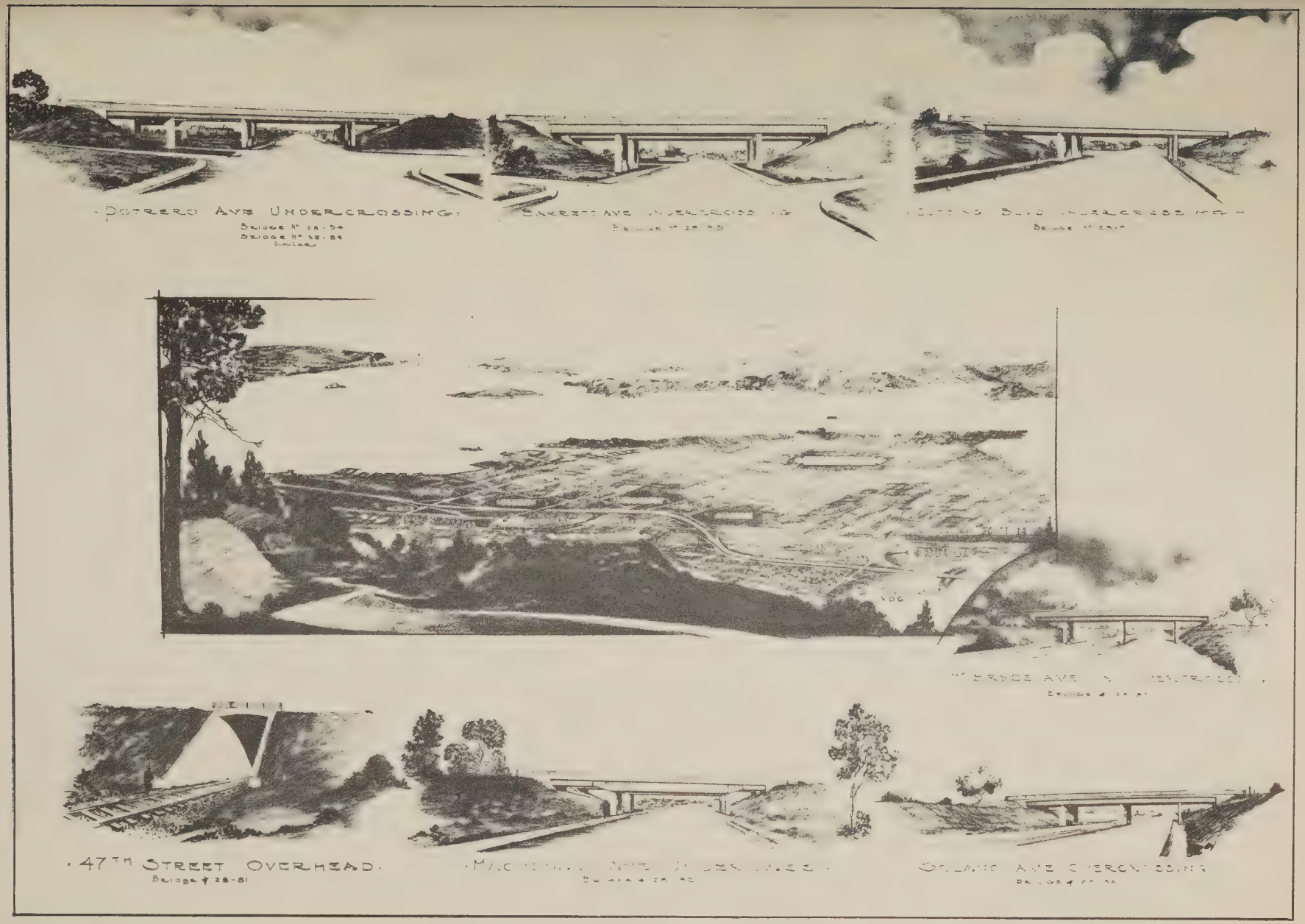

DOLORES AVE UNDERCROSSING
BARRETT AVE
47TH STREET OVERHEAD

PLATE 10

Thoroughfare Plan, Plate 8, and their traffic significance and value in each instance can be determined by study of that Plan.

The various types of streets and thoroughfares are classified in Plate 9, showing recommended street cross sections. These groupings, along with the key for each major thoroughfare on Plate 8 indicate the treatment for eight, six, and four lane streets in business and residential areas.

An illustration of the proposed Freeway follows, indicating the general routing and the appearance of grade separation structures.


SAN PABLO BAY
SAN PABLO STRAIT
SAN FRANCISCO BAY
MARE ISLAND
NAPA RIVER
VALLEJO
CARQUINEZ STRAIT
CROCKETT
RODEO
PORT COSTA
BENICIA
PINOLE
HERCULES
EL SOBRANTE
SAN PABLO
RICHMOND
CIVIC CENTER
EL CERRITO
KENSINGTON PARK
CHARLES LEE TILDEN REGIONAL PARK
ALBANY
BERKELEY
MARTINEZ
San Pablo Reservoir
PLATE NO. 11
REGIONAL HIGHWAY MAP
OF
RICHMOND AND VICINITY
CONTRA COSTA COUNTY
CITY PLANNING COMMISSION
EARL O. MILLS, PLANNING CONSULTANT
L. DEMING TILTON, PLANNING CONSULTANT (ASSOCIATED)
MASTER PLAN SERIES
PREPARED BY
DIVISION OF PLANNING
DEPARTMENT OF PUBLIC WORKS
E.A. HOFFMAN, DIRECTOR OF PUBLIC WORKS
A.C. WHITE, PLANNING ENGINEER
FEB 1947
MAP NO 23-G-28

REGIONAL HIGHWAYS

The Thoroughfare System outlined in Plate 8 can be developed within the corporate area of Richmond by official action of the City itself. The streets outside Richmond, however, are not directly under the jurisdiction of local officials. Plate 11 shows a general pattern of thoroughfares in the Richmond region which would extend and complete the framework of arterials needed by this growing community.

Plate 11 is introduced mainly to direct attention to the need for regional development outside the City. Maximum cooperation is obviously essential between officials of the City, County, and State if these problems are to be met and solved. The highway system proposed for the immediate environs of this city is but one of the fields in which coordinated, far-sighted planning is required. The region lacks an adequate plan for economic development, public schools, parks, airports, sanitary facilities, and playgrounds. Richmond and vicinity will collectively face the necessity of spending large sums for corrective improvements

unless its growth potential is understood and anticipated by both the State and County.

Regardless of the limitations of political jurisdiction, it is incumbent upon all governmental bodies operating in this region to recognize the entire area of Richmond and vicinity as an economic entity requiring adequate highways and transportation from urban and suburban areas to the centers of commerce and industry. The need for certain future feeder roads from and to Richmond will become more apparent after the Federal Government has released its large wartime holdings.

The return of these properties to private industry will increase and stabilize industrial production and increase demands for labor. The redevelopment of areas now in use for government housing will be necessary to meet the increased housing demand. New areas beyond the City limits will also become sites for private housing.

The working population of Richmond will spread over the city in a different pattern, and into many new outlying sections. New and additional neighborhood shopping centers will

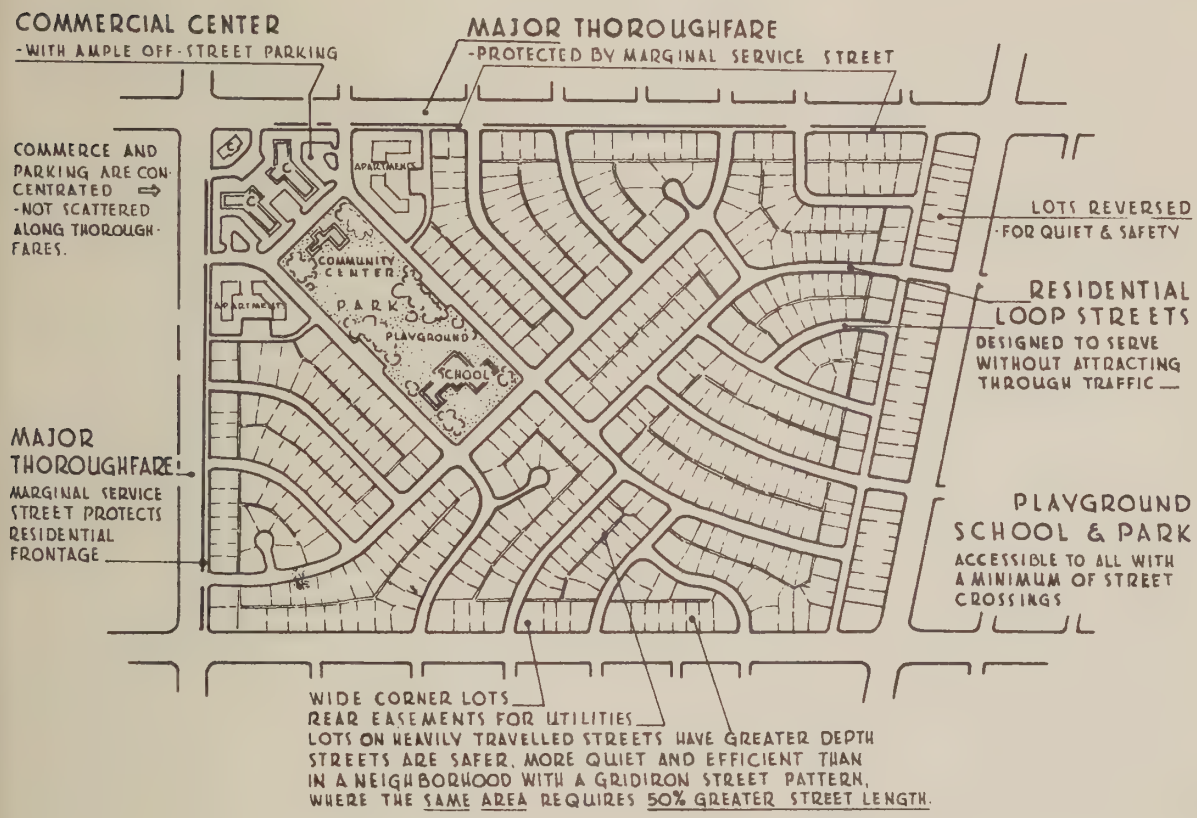
appear. All these new centers of industry and business and the new concentrations of housing in suburban sections will require a more extensive system of thoroughfares. It is obvious that the larger trading area with its increased population and purchasing power must be anticipated and fully provided with the means of easy access to the central business sections.

The planning of local highways in this area is primarily a responsibility of the Planning and Road Departments of Contra Costa County. Plate 11 is offered as a basis for further cooperative studies of road improvements, extensions and new arterial developments in surrounding territory. Richmond should officially solicit County aid in the refinement of this scheme and could well urge adoption by the County of an official Master Plan of Highways for this region.

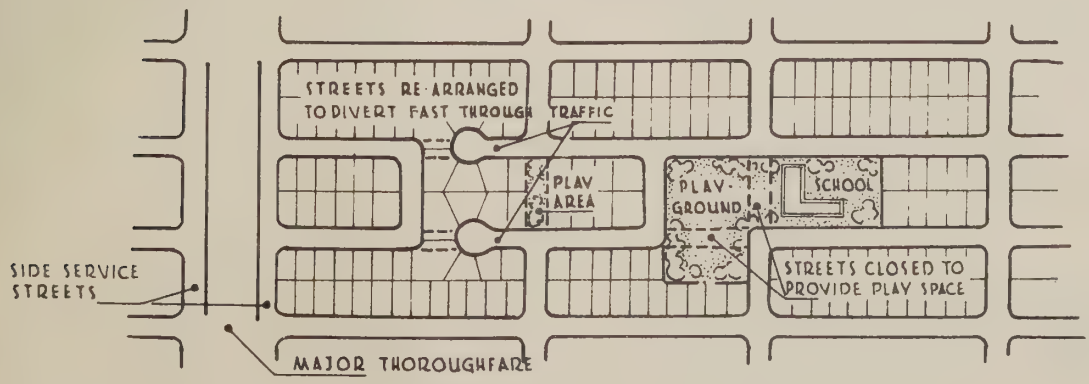
Such a document will have increasing value to both Richmond and the County. It will show where future highway routes should be established, and enable permit issuing officials to prevent loss of these essential circulatory channels through ill-advised building

or subdivision operations. The establishment of a Master Highway Plan by the County should be accompanied by adoption of subdivision regulations assuring proper protection for the rights-of-way of all main arterials.

The NEIGHBORHOOD IDEA



VARIOUS METHODS OF TRANSFORMING A RECTANGULAR STREET SYSTEM INTO A NEIGHBORHOOD PATTERN



RICHMOND, CALIFORNIA

EARL O. MILLS
L. DEMING TILTON
PLANNING CONSULTANTS

7/24/47

Plate 12

NEIGHBORHOODS

AND

MAJOR THOROUGHFARES

If Richmond were not here and a new city was being designed and built on this site today, it would have few of the physical characteristics of the present community. The people would be the same, perhaps, but the arrangements of industries, stores, and dwellings would be quite different. Briefly, the following principles would be observed in the development of the plan for wholly new and modern Richmond.

The importance of employment and production would be recognized in the establishment of industrial areas along the Bay, including properly planned and coordinated facilities for all forms of transportation.

There would be at least one airport for cargoes and general commerce.

No rail lines would cross the streets at grade, and there would be a central union passenger terminal.

At least three, perhaps four, broad Freeways would run through the area, and an

orderly system of thoroughfares would carry traffic toward or off these routes.

The Thoroughfare System would connect all residential districts with industrial areas and business centers.

Thoroughfares would have few intersections, no frontage development which would slow down traffic or create hazards.

Business districts would be located at the principal intersections of Thoroughfares, and each would be designed as a compact unified service center with ample off street parking space.

Between the Thoroughfares would be the residential areas, with local or minor streets so arranged as to discourage heavy, through traffic.

Schools, playgrounds, parks, and other types of community facilities would form the nucleus or core of each neighborhood. The movement of children and adults toward these leisure time and educational centers would be made easy and safe by a system of protected walks and pleasant parkways.

Housing would be varied in types, and well-designed groups of apartments, duplexes, and single family homes would be arranged in each neighborhood, in patterns dictated by property relationships, values, and topographic conditions.

The neighborhood in a city laid out as described would be clearly recognizable. Its values would be understood and appreciated by those living in it. Plate 12 is included to show the principal characteristics of a neighborhood planned and developed in the modern manner.

Richmond, obviously, was not laid out according to any such concepts. The question may be asked therefore, "What merit do these ideas have in Richmond today, and what can the City do at this late date to create neighborhoods of the type indicated?"

There are answers to such questions.

1st, by development of a Thoroughfare System which will have the effect of

a. Concentrating traffic on certain wide, plainly-marked streets; and

b. Defining areas in the city which may, through the years, be organized as neighborhoods.

2nd, various devices can be brought into use to achieve greater neighborhood unity, once the neighborhood concept is recognized as contributing to the stability of home values, safety for children, and general attractiveness of the City. As

properties decline and buildings are rebuilt, many changes in the general pattern of the neighborhood can be made.

a. New streets can be opened, old ones closed.

b. Play areas can be established.

c. Spot locations of business establishments can be moved into commercial districts.

d. Alleys can be opened to serve business.

e. Parking space can be acquired.

f. School sites can be enlarged.

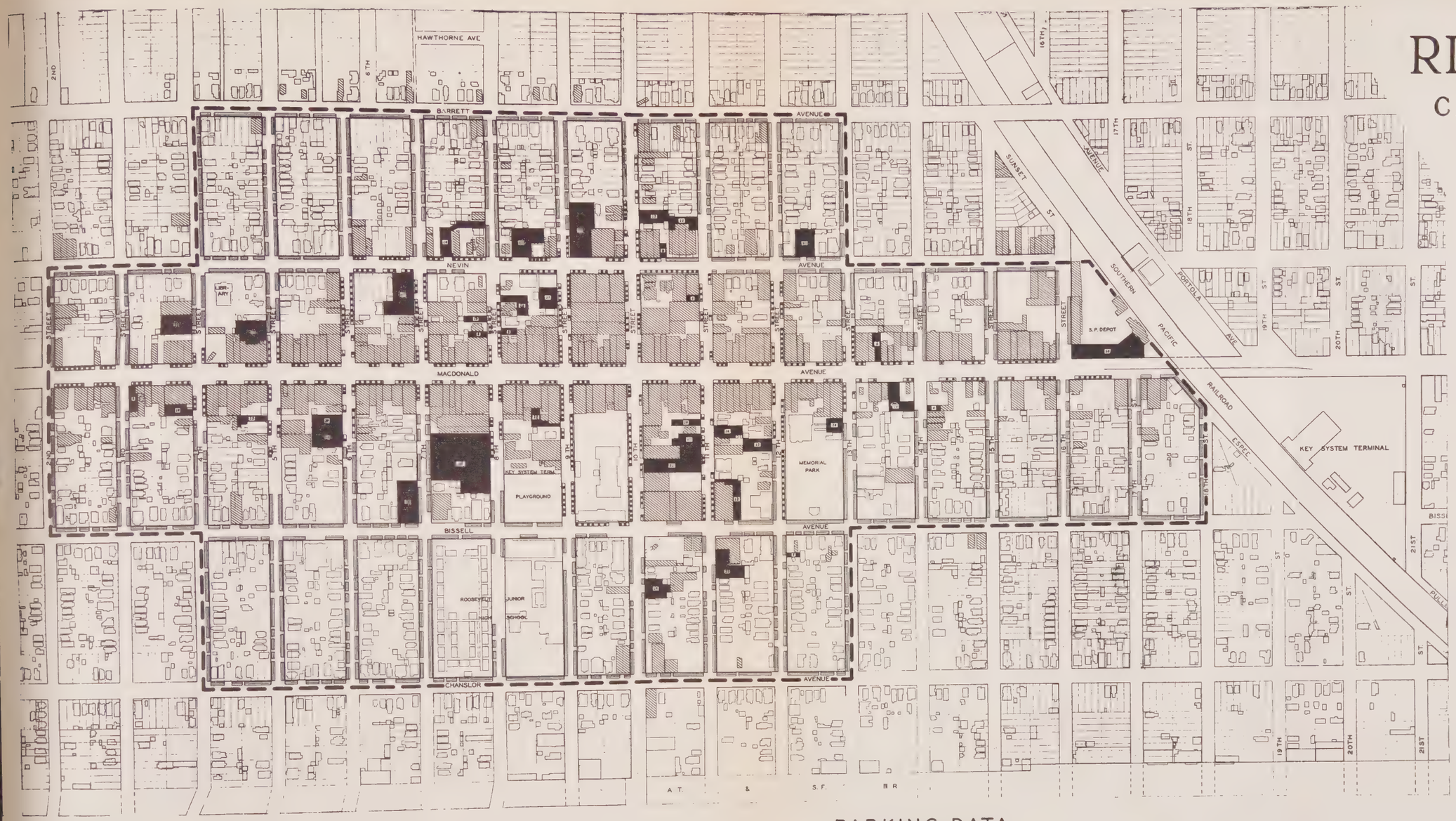
g. Streets can be rearranged to serve local needs.

h. Community facilities can be introduced where none exist.

Many of these measures, which become feasible with the passage of time, are shown on Plate 12.

3rd, in the areas devoted now (1947) to government housing, Richmond has its greatest opportunity for application of the neighborhood idea. The removal of temporary war housing will release space that can be devoted to permanent dwellings, planned along the lines described above.

It is the function of the planning agency of Richmond to prepare the necessary plans and lay the foundations for progressive changes in the structure and organization of the city. The opportunities to create new neighborhoods in Richmond will be lost unless the means of reaching them are revealed from time to time by an alert and aggressive planning organization.



RICHMOND
CALIFORNIA

CONTRA COSTA COUNTY

1947

Scale in Feet

EXISTING
PARKING FACILITIES
CENTRAL BUSINESS DISTRICT

LEGEND

- OFF-STREET PARKING AND NUMBER OF SPACES
- COMMERCIAL BUILDINGS
- PARKING METERS
- FREE CURB PARKING

PARKING DATA

NUMBER OF BLOCKS INCLUDED	49
TOTAL FRONTAGE	67,142 FT.
FRONTAGE IN DRIVEWAYS	9,117 FT.
RESTRICTED FRONTAGE	3,034 FT.
FRONTAGE IN LOADING ZONES	4,783 FT.
FRONTAGE AVAILABLE FOR PARKING	50,208 FT.

FRONTAGE FOR FREE PARKING	36,474 FT.
SPACES FOR FREE PARKING	1,838
FRONTAGE WITH PARKING METERS	13,734 FT.
SPACES WITH PARKING METERS	642
TOTAL SPACES OFF-STREET PARKING	841

CITY OF RICHMOND
A. B. Hinkley, Mayor
Wayne E. Thompson, City Manager
DEPARTMENT OF PUBLIC WORKS
E. A. Hoffman, Director of Public Works
DIVISION OF PLANNING
A. G. White, Planning Engineer

CITY PLANNING COMMISSION
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EARL O. MILLS, Planning Consultant.
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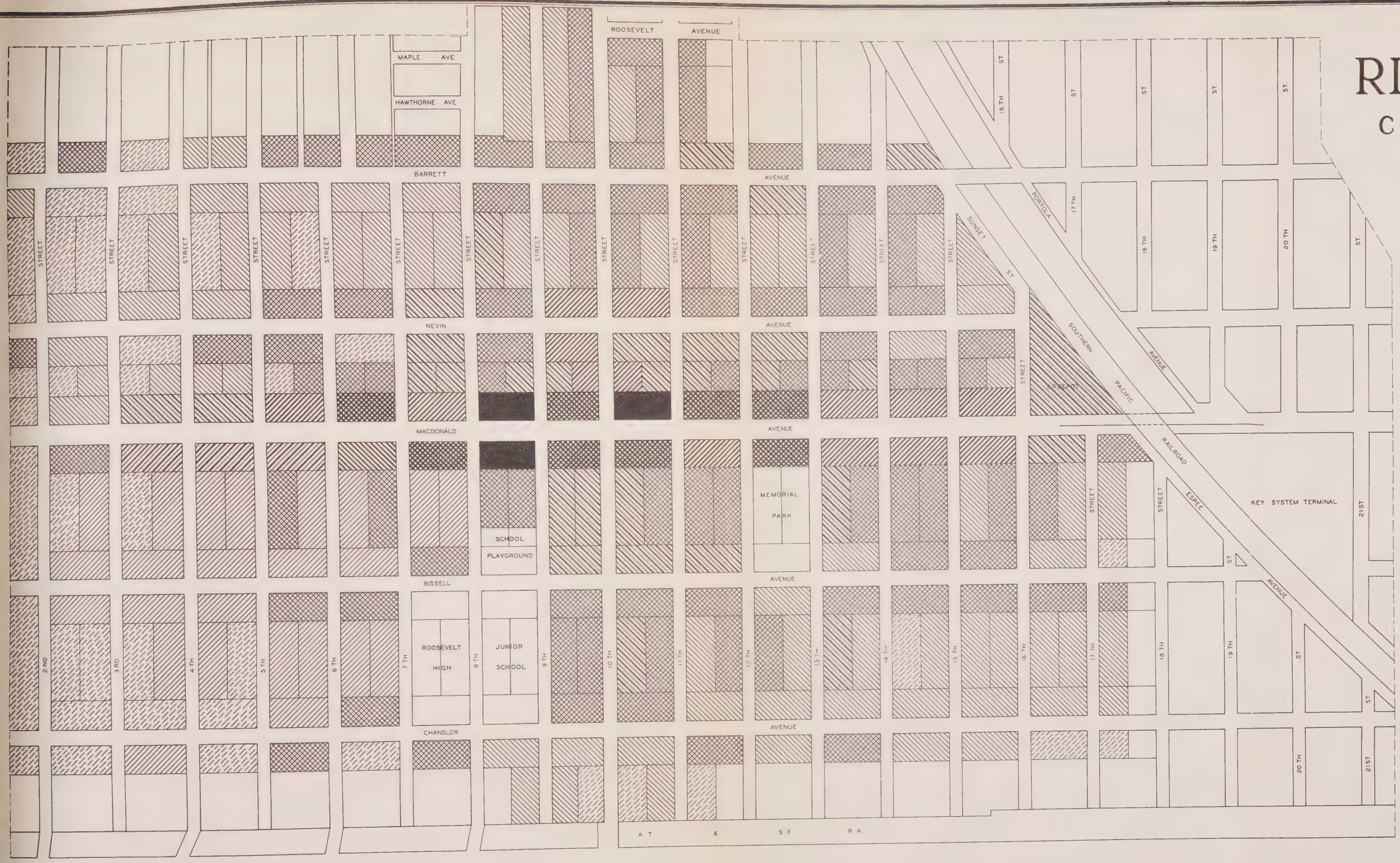
MASTER PLAN SERIES - PLAN NO. 13

RICHMOND
CALIFORNIA

CONTRA COSTA COUNTY

1947



Scale in Feet
0 50 100 200 300 400

ASSESSED VALUATIONS
LAND & IMPROVEMENTS
CENTRAL BUSINESS DISTRICT

LEGEND

PUBLIC	NON-ASSESSABLE PROPERTY
	UNDER $500 PER LOT
	$500 TO $1000 " "
	$1000 TO $2000 " "
	$2000 TO $4000 " "
	$4000 TO $8000 " "
	$8000 TO $16000 " "
	$16000 & OVER " "

CITY OF RICHMOND
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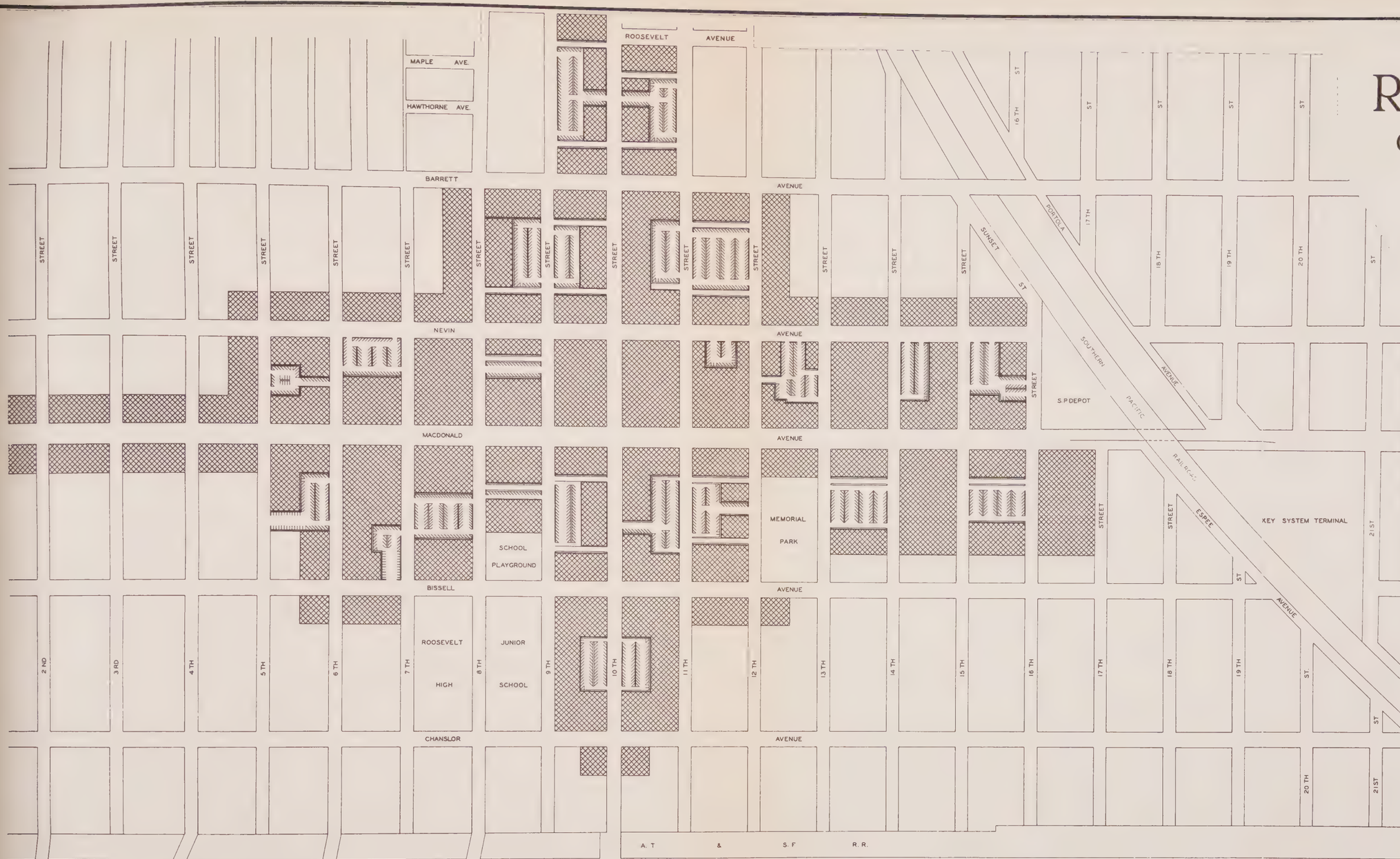
RICHMOND
CALIFORNIA

CONTRA COSTA COUNTY

1947



A PARKING AREA PLAN FOR THE CENTRAL BUSINESS DISTRICT

LEGEND

- OFF-STREET PARKING AREAS
- COMMERCIAL AREAS

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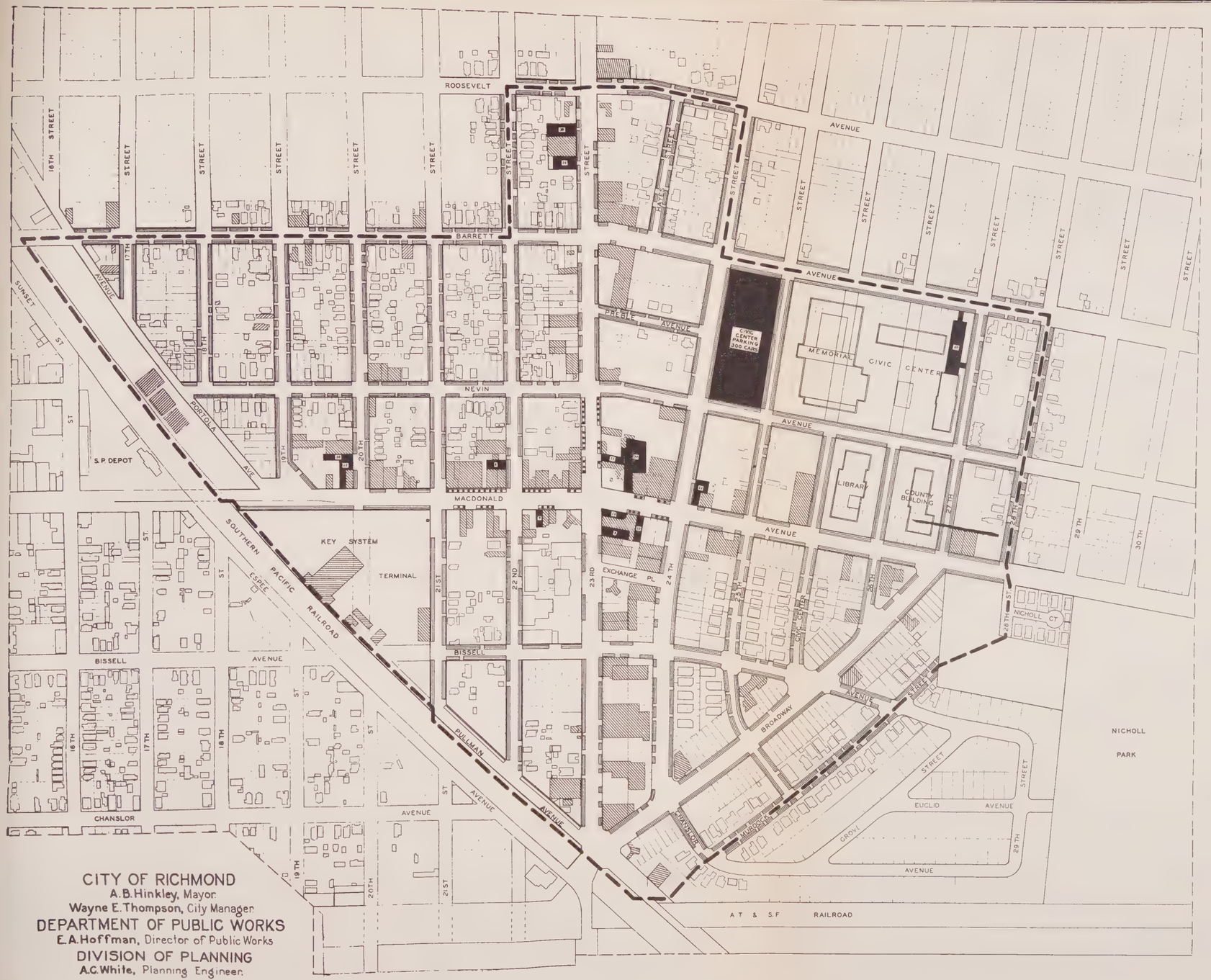
MASTER PLAN SERIES – PLAN NO. 15

RICHMOND
CALIFORNIA

CONTRA COSTA COUNTY

1947



PARKING DATA

NUMBER OF BLOCKS INCLUDED	45
TOTAL FRONTAGE	55,125 FT.
FRONTAGE IN DRIVEWAYS	6,354 FT.
RESTRICTED FRONTAGE	2,376 FT.
FRONTAGE IN LOADING ZONES	961 FT.
FRONTAGE AVAILABLE FOR PARKING	45,459 FT.
FRONTAGE FOR FREE PARKING	44,295 FT.
SPACES FOR FREE PARKING	2,293
FRONTAGE WITH PARKING METERS	1,164 FT.
SPACES WITH PARKING METERS	53
TOTAL SPACES OFF-STREET PARKING	505

EXISTING PARKING FACILITIES
CIVIC CENTER DISTRICT

LEGEND

- OFF-STREET PARKING AND NUMBER OF SPACES
- COMMERCIAL BUILDINGS
- PARKING METERS
- FREE CURB PARKING

CITY OF RICHMOND
A.B. Hinkley, Mayor
Wayne E. Thompson, City Manager
DEPARTMENT OF PUBLIC WORKS
E.A. Hoffman, Director of Public Works
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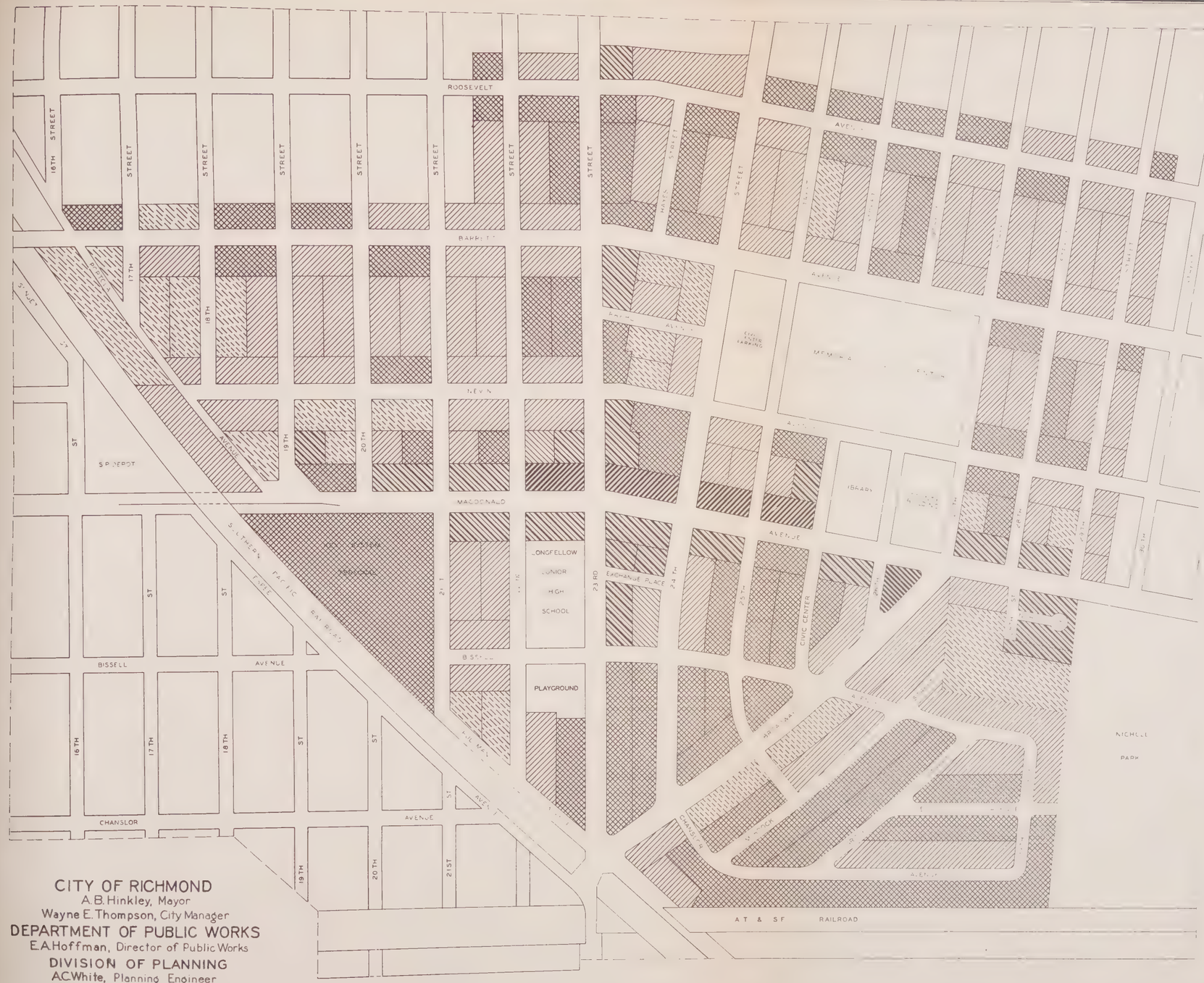
MASTER PLAN SERIES—PLAN NO. 16

RICHMOND
CALIFORNIA

CONTRA COSTA COUNTY

1947



ASSESSED VALUATIONS

LAND & IMPROVEMENTS

CIVIC CENTER DISTRICT

LEGEND

PUBLIC	NON-ASSESSABLE PROPERTY
	UNDER $500 PER LOT
	$500 TO $1000 " "
	$1000 TO $2000 " "
	$2000 TO $4000 " "
	$4000 TO $8000 " "

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RICHMOND
CALIFORNIA

CONTRA COSTA COUNTY

1947

A PARKING AREA PLAN
FOR THE
CIVIC CENTER DISTRICT

LEGEND

OFF-STREET PARKING AREAS
COMMERCIAL AREAS

CITY OF RICHMOND
A.B. Hinkley, Mayor
Wayne E. Thompson, City Manager
DEPARTMENT OF PUBLIC WORKS
E.A. Hoffman, Director of Public Works
DIVISION OF PLANNING
A.C. White, Planning Engineer

CITY PLANNING COMMISSION
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MASTER PLAN SERIES – PLAN NO. 18

PARKING AREA PLANS

Parking has become a major problem in practically every American city. The cities were not designed to accommodate the number of automobiles moving or standing on the public streets.

The problem is fundamentally one of space. In Richmond the space demands of the automobile can be calculated and shown in a simple diagram. If all automobiles and trucks now registered in this City were brought together at one point, they would cover about 200 acres of city area, the equivalent of 100 ordinary city blocks. This demand for space does not create a serious problem as long as the automobiles are scattered about in the community, most of them standing on relatively cheap land in residential areas.

When large numbers of these vehicles come into the business district, however, and all try to find space on the streets, a traffic and parking problem develops. The streets are no longer open and free for movement. When they are clogged with standing cars or sluggish

traffic streams, the community suffers. Hardening of the arteries is a serious disease. For self-preservation, the City must begin to limit the use of space on public thoroughfares for parking. The common devices by which such limitations are applied are listed in the general order of their occurance:

1. "No parking zones" are first marked around fire plugs;

2. Loading zones are established on certain streets;

3. Time Limits are set on curb parking;

4. Shorter time limits are set on curb parking, enforced by meters;

5. In rush hours, Major arterials are cleared;

6. Curb parking is prohibited on major arterials during business day, but loading is permitted;

7. No parking, loading, or unloading during business day anywhere in congested district.

The necessity for restrictions, and the degree of severity required, depend upon many local conditions; e.g., the widths of streets, the number of vehicles registered or coming into the area, the concentrations of business, lack of off-street parking space, adequacy of transit

services, enforcement policies, labor relations, and various other factors.

The space needed for automobiles in the business districts of Richmond becomes more difficult to provide from year to year. The community grows. More cars appear. The streets fill up, parking lots are built upon often with higher buildings. Transit services do not meet demands in the expanding region, and more shoppers and workers drive into town every day. The city has no alleys for rear door deliveries, and has no ordinance requiring merchants and property owners to provide off-street space for service trucks and the standing cars of employees. The property interest most likely to suffer from decentralization do little or nothing as a group, in their own behalf. Arguments over responsibility for present conditions take the place of action.

It is the purpose of this study to provide the City of Richmond with information which can become the basis of future policies relating to the parking of automobiles in both the central and secondary business areas. The following observations and conclusions on this problem seem pertinent.

1. Richmond has several business districts, one of which, in the vicinity of 10th Street and Macdonald Avenues is known as the "Downtown" or main business area, and another centering at 23rd Street and Macdonald Avenue is known as the "Uptown" business area. The oldest original center in Point Richmond is declining.

2. Practically all new business is extended in shoe-string fashion along heavy traffic streets such as Macdonald Avenue, San Pablo Avenue, and 10th Street. The parallel streets on either side of these business thoroughfares are generally residential.

3. The business community is expanding, occupying more frontage as the population of the region grows. This expansion is a form of decentralization and to some degree represents a weakening of the main shopping center.

4. A "shoe-string" business section, although provided with more ample street space for parking, is not a good shopping center, capable of meeting the demands of purchasers looking for bargains.

5. Richmond fails to secure its proper share of local purchasing power. Shoppers are attracted to other cities by the variety of commercial outlets concentrated in a relatively small, compact district.

6. The appeal of any outlying business center to Richmond

shoppers depends upon the adequacy of parking space provided or the quality of transit service to the center. Failure to solve the parking problem elsewhere in the Bay Region may be reasoned as gain to Richmond land owners and merchants; but Richmond, too, must meet the same demand for parking space.

7. Richmond can stop the leakage of purchasing power by constantly improving its own business district. It can serve a larger, more remote population and become itself a more attractive business center by providing ample, permanent off-street parking area.

Conditions found in the business district now largely determine what can be done to provide them with better parking facilities. The following facts have a bearing upon this problem:

Central Business District, Plate 13

Total Area 239.33 Acres

Area zoned for business & industry 109.6 Acres

USE	AREA USED IN ACRES
Business and industry (floor area 34.38 acres)	31.00
Vacant	17.80
Residential	103.17
Public property	10.70
Streets	70.33
Off-street Parking	6.33
Total Area	239.33 Acres

NUMBER OF SPACES AVAILABLE

Street parking - free	1838	
Street parking - metered	642	
Off-street parking	841	
Total		3321

Civic Center Business District, Plate 16

Total Area 159.20 Acres

Area zoned for business & & industry 42.8 Acres

USE	AREA USED IN ACRES
Business and industry (floor area 10.82 acres)	22.26
Vacant	17.49
Residential	42.55
Public Property	17.69
Streets	55.68
Off-street Parking	3.53
Total Area	159.20 Acres

NUMBER OF SPACES AVAILABLE

Street parking - free	2293	
Street parking - metered	53	
Off-street parking	505	
Total		2851

The facts, and observations on the ground, show that parking is not at present a critical problem in any business area during normal weekdays. Congestion does appear on the streets for a short period during rush hours and on Saturdays. The demand for close-in parking spaces then exceeds the supply.

Meters have made large amounts of parking space on the streets available during business hours, sending most of the all-day parkers to side streets. It is evident, however, that the public streets, even with meters, cannot meet future space needs.

Private, off-street parking spaces serve the public well at present, largely because of their availability in normal periods and their close proximity to business establishments. The motoring public wants to drive as close as possible to every store door. The commercial parking lots in each district are shown in the accompanying diagrams. These spaces, valuable as they are at present, however, are not permanent. Their elimination will create further congestion, unless alternative areas are supplied.

The war and consequent growth of Richmond have created dislocations and disparities between the business "plant" and the population. Larger and additional new store and office buildings will be constructed to serve the population. This activity, as may be seen today, absorbs vacant land. Usable parking lots will disappear. Present ratios, therefore, will become more unfavorable.

The need in each business district is for:

1. More permanent off-street parking areas.

2. Better facilities for loading and unloading at the rear of stores.

3. New buildings with adequate loading and parking space.

4. Limitations on building cubage, to prevent any off-street parking system from being thrown out of balance by over-building.

5. An allotment of public funds from parking meters to match district funds for execution of an approved off-street parking plan.

The above requirements are not to be met in any section or block by any stereotyped or standard plan. In every well-established business district, the minimum objective should be the preservation of open parking space or floor area in garages equivalent to the floor area of commercial buildings. This 1 to 1 ratio is usually exceeded in new shopping centers designed for attractiveness and functional efficiency.

The manner in which the desired space for parking can be secured in each of the two major business districts is illustrated in Plates 15 and 18. In some blocks, an alley can be provided

to serve the dual purpose of rear-door loading, and as an entry and exit for a parking lot. This is advantageous, because the important front walk is not crossed. In other blocks, a space in the center or along one side can be reserved for parking. With a wall along the street and landscape treatment, these open spaces can become an asset to the business center instead of an "eyesore."

Along the outlying streets, like San Pablo Avenue, 10th Street, and 23rd Street, where the pattern of business development is incomplete, opportunities for creation of permanent parking space are more favorable. Land costs are lower, and merchants in a given block can organize now to secure space equivalent to the area of commercial buildings. In some cases alleys, unfortunately omitted by subdividers, can be opened. All these opportunities and possibilities are covered in diagrammatic form in Plates 15 and 18.

California law permits municipalities to acquire and operate parking lots, but this course is not recommended for Richmond. Merchants and land owners have so much to gain from progressive efforts along this line that the responsibilit

for action should be left largely to them. The cooperation of the City can be extended, however, and as a gesture of aid, a large portion of the revenues of parking meters could be impounded for later use in the execution of cooperative parking plans. The responsibility for inaugurating such plans falls most heavily upon those directly concerned, the proprietors of shops and stores whose business is affected by the demand for parking space.

Under another phase of the Master Plan, on land use and zoning, requirements for future off-street parking will be set forth. Off-street parking facilities, in proportion to floor space used and type of use, including churches, schools, auditoriums, theatres, hospitals, and institutions, hotels and clubs, tourist courts and other commercial enterprises, will be required in conjunction with all new construction by the proposed Zoning Ordinance.

Lack of provision for off-street parking in the past has caused congestion of the streets and economic losses through inconvenience to the motorist. The proposed parking plans will tend to correct the present lack of parking facilities

and the proposed zoning regulations will insure provision of additional facilities in proportion to new construction.

Increases in property values in the business sections of the City emphasize the importance of early action on an off-street parking plan. Plates 14 and 17 show the present scale of assessed values in the areas where off-street parking is needed. These charts will indicate roughly how much present undeveloped land will cost. It may be taken for granted that land at such prices in the more strategic locations will not be available for many years.


RICHMOND
CALIFORNIA
CONTRA COSTA COUNTY
1947
Scale in ft.
0 500 1000 2000 3000
PROPOSED RAILROAD GRADE CROSSING SEPARATIONS
GRADE CROSSINGS
EXISTING SEPARATIONS
PROPOSED SEPARATIONS
San Pablo Bay
City Boundary
San Francisco Bay
Marin
City and County San Francisco
Richmond City Boundary Contra Costa Co.
City and County of San Francisco
CHELSEY AVE
S.P.R.R.
CHELSEY
7TH
N.W.
City Boundary
CASTRO ST.
A.T.&S.F.R.R.
COALINGA AVE
McBRYDE
23RD
SAN PABLO
AVE.
PENNSYLVANIA
ROOSEVELT
BARRETT
MACDONALD
AVE.
A.T.&S.F.R.R.
37TH
ST.
BLVD
PULLMAN
28TH
2ND
4TH
6TH
8TH
10TH
14TH
BLVD.
STANDARD
GARRARD
CUTTING
HERMAN AVE.
POTRERO
ACCESS
AVE
ST.
MILL
EAST SHORE
PANHANDLE
HIGHWAY
S.P.R.R.
City of El Cerrito
City of Richmond
BLVD.
BLVD (HWY 40)
CENTRAL
RICHMOND INNER HARBOR.
Harbor Channel.
City of Richmond
City of Albany

PLATE 19

RAILROAD GRADE CROSSING SEPARATIONS

As Plate 19 shows, Richmond is cut into five sections by main-line railroads. Traffic on these lines is increasing as business and industry in California and the west develop. The Richmond community is also growing, and the conflicts between heavy traffic on the streets and operations on the railroads have increased at an alarming rate.

Before the war, when the population of Richmond was less than 24,000 and the City had fewer resources at its command, four railroad grade crossing separations were in service. The same number exist today.

1. Macdonald Avenue is carried under the Southern Pacific Railroad at 18th Street.

2. The Santa Fe Railroad is elevated to cross over the Southern Pacific Railroad in addition to both Pullman Avenue and 23rd Street.

3. Seventh Street is open under the Santa Fe Railroad in the northern part of the city.

4. Walker Avenue, although extremely narrow, is under the Santa Fe Railroad.

The general public makes little use of the latter crossing. The 7th Street underpass, although narrow, permits truck traffic to move freely into and from the industrial areas north of the Santa Fe Railroad Yards and provides a northerly gateway to and from the City.

The four grade separations noted, which were considered essential for a city of 24,000, are not adequate for a community as large as the present Richmond. The growth which is in sight, as well as the industrial potential of this area, require adoption of a progressive railroad grade separation program. The adoption of a Thoroughfare Plan provides a foundation for such a program.

Traffic flow diagrams and railroad accident records of present grade crossings provide some indication of their relative importance. Plate 20 shows the traffic accident record of Richmond. In this record the lethal character of the railroad grade crossings is fully revealed. The extent and seriousness of the interference with normal circulation at each existing railroad crossing are further indicated in the following table:

TABLE NO. 1

GRADE CROSSING ACCIDENT RECORD

	RAILROAD CROSSING LOCATION	Accidents	Injuries	Fatalities	Type of Protection
1.	47th St. & S. P.	20	15	2	Signal
2.	Garrard & A.T.&S.F.	11	3	0	"
3.	23rd St. & S. P.	8	6	5	"
4.	Kearny & S. P.	8	3	2	"
5.	Central & S. P.	6	1	6	None
6.	Cutting & S. P.	6	4	3	Signal
7.	Standard & A. T. & S. F.	6	7	0	"
8.	Roosevelt & S. P.	6	0	1	"
9.	Critchett & Belt Line	6	3	0	None
10.	10th & A. T. & S. F.	2	2	1	Signal
11.	Second St. & A. T. & S. F.	2	2	0	"
12.	San Pablo & A. T. & S. F.	2	0	1	Gate & Signal
13.	Richmond & A. T. & S. F.	2	1	0	Signal
14.	Barrett & S. P.	2	0	0	"
15.	Castro & Belt Line	1	3	0	None
16.	37th & A. T. & S. F.	1	2	0	"
17.	28th & S. P.	1	1	0	"
18.	4th & A. T. & S. F.	1	0	0	Signal
19.	Chesley & A. T. & S. F.	1	0	0	"
20.	Pennsylvania & S. P.)	No accidents recorded			"
21.	Chesley & S. P.)				"
22.	8th & A. T. & S. F.)				"
23.	6th & A. T. & S. F.)				"
	6 Non-main line grade crossings	26	4	4	
	TOTAL	118	57	25	

Note: Grade Crossing accident record covers all available information from January 1, 1942, through June, 1947.

It will be observed that the accident record shown in Table No. 1 was made in the presence of the various types of warning devices. Although much can yet be accomplished in the way of protective devices, the most effective means of eliminating hazards, conflicts, and delays to rail and highway traffic, injury to citizens

and property, and loss of life at these critical points is by physical separation of the traffic streams.

It is proposed, therefore, that consideration of the Thoroughfare Plan include the legal and financial measures required to execute an orderly, practicable program of railroad grade separations. It is not within the scope of this report to determine the exact method of eliminating each hazardous crossing. The relative importance of the various crossings can be established, the magnitude of the total job can be estimated, and a basis laid for conferences designed to secure agreement with the railroads on a Six-year Program.

The railroad grade crossings in Richmond which would become more important, and points of hazard and interference as the Thoroughfares shown in Plate 8 develop, are listed in Table No. 2 below. The crossings are given an order of importance determined from the accident records, as shown in Table No. 1. It is believed that the first three items, at least, should be included in an immediate civic improvement program.

TABLE NO. 2

RAILROAD CROSSING ELIMINATION PROGRAM

PRIORITY NUMBER	CROSSING LOCATION	INDICATED METHOD OF SEPARATION
1.	47th St. & S. P.	Overpass
2.	Garrard & A. T. & S. F.	Underpass
3.	23rd St. & S. P.	Underpass & Channelization
4.	Kearny & S. P.	Overpass
5.	Central & S. P.	Overpass
6.	Cutting & S. P.	Overpass
7.	Standard & A. T. & S. F.	Improved Signals
8.	Roosevelt & S. P.	Underpass
9.	Critchett & Belt Line	Improved Signals
10.	10th & A. T. & S. F.	Underpass

In addition to the above list, which covers wholly new construction, there are improvements to be made in several existing separations. The nature of this work is indicated in Table No. 3.

TABLE NO. 3

EXISTING SEPARATED CROSSINGS TO BE IMPROVED

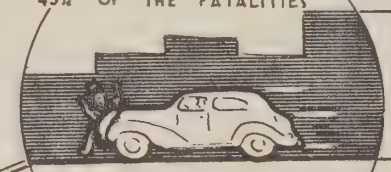
LOCATION	RAILROAD	IMPROVEMENTS NEEDED
1. Macdonald Avenue	S. P.	Widen and modernize
2. Seventh Street	A. T. & S. F.	Widen, provide better street connections.

TRAFFIC ACCIDENTS
RICHMOND CALIFORNIA

69% OF THE ACCIDENTS
56% OF THE INJURIES
25% OF THE FATALITIES

Dangerous Intersections; Lack of Signals, Channelization

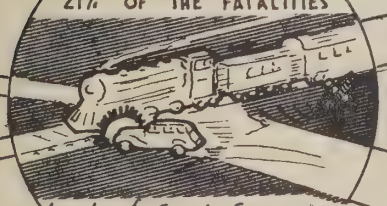
14% OF THE ACCIDENTS
24% OF THE INJURIES
43% OF THE FATALITIES



Lack of Lights, Crosswalks, Safety Islands.

	YEAR	ACCIDENTS	FATALITIES	INJURIES
Pre-War	1937	261	7	154
	1938	244	8	163
	1939	203	2	157
	1940	283	5	188
War	1941	429	9	320
	1942	648	26	518
	1943	811	35	684
	1944	844	32	612
Post-War	1945	2014	34	799
	1946	2125	20	642
	1947 (6 MONTHS)	1161	14 ? ?	224 ? ?

2% OF THE ACCIDENTS
4% OF THE INJURIES
21% OF THE FATALITIES



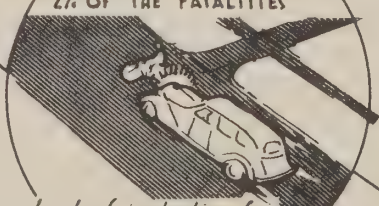
Lack of Grade Separations- -Warning Devices - Signals

MISCELLANEOUS CAUSES

12% OF THE ACCIDENTS
10% OF THE INJURIES
8% OF THE FATALITIES

Need for Safety Education

2% OF THE ACCIDENTS
3% OF THE INJURIES
2% OF THE FATALITIES



Lack of protection for Neighborhood Streets.

7/25/47

Plate 20

TRAFFIC SAFETY PROJECTS

The public highway, notwithstanding its great benefits, has become increasingly a destructive factor in American life. Its effect upon property in one situation can be favorable, but in another the highway will injure property and bring about a decline of values. Slums and blighted districts often start on a traffic artery, because the frontage ceases to be useful for business, and is shunned for homes or apartments. Students of civic design are constantly trying to plan major thoroughfares that will carry a large volume of fast, heavy traffic through an urban area without causing property damage or loss of value.

The city streets, notably the arterials, have also become highly dangerous to life and limb, and a fruitful source of claims for property damage. Both national and state highway accident records show alarming trends. Some pertinent facts appear below.

TABLE 4

TRENDS IN HIGHWAY ACCIDENTS

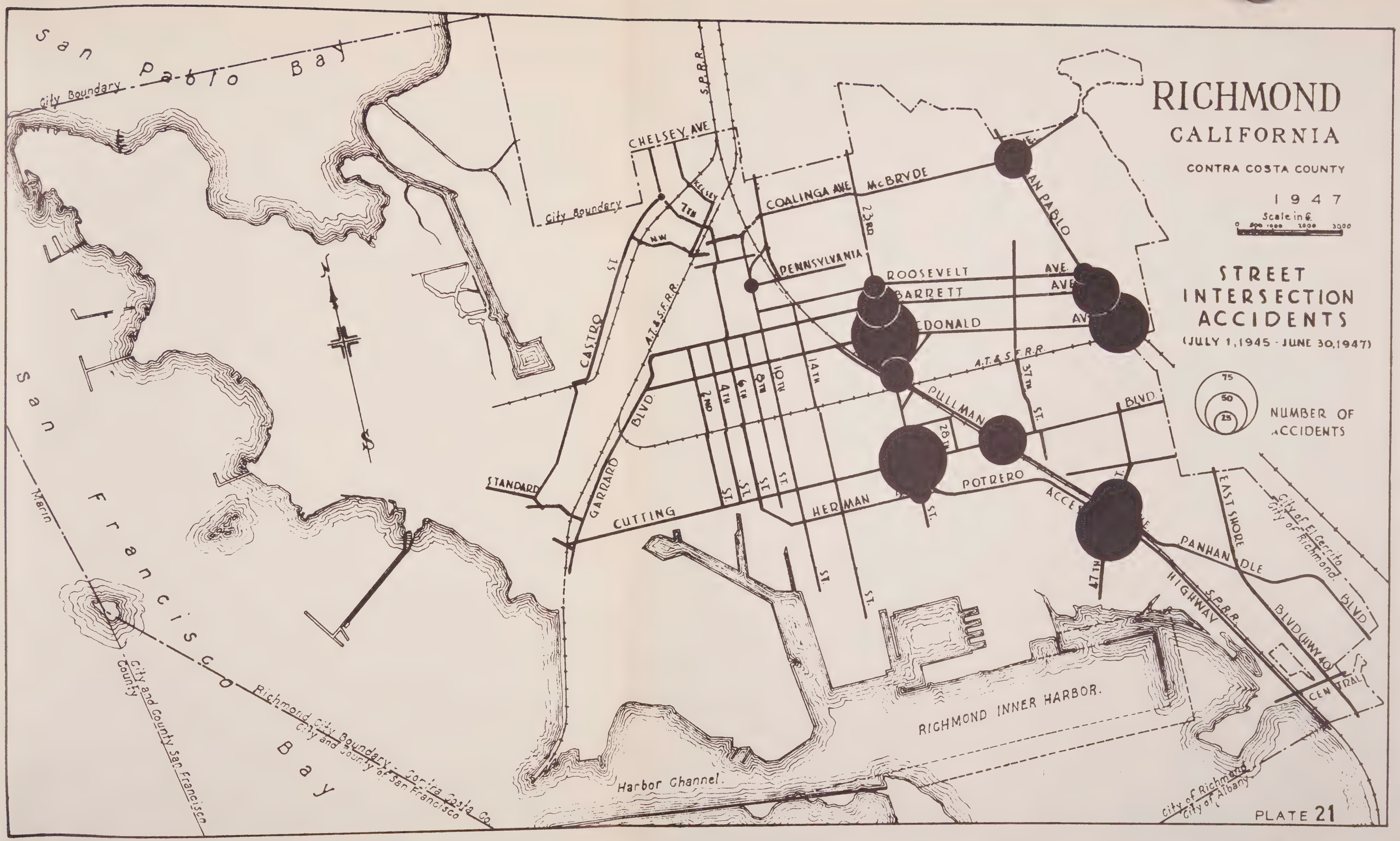
Year	Accidents Fatal & Injury	Fatalities	Deaths per 100 Million Vehicle Miles	
			CALIFORNIA	NATIONAL
1940	42000	3100	12.5	11.5
1941	49000	3615	13.3	12.0
1942	36500	2800	11.0	10.6
1943	34300	2850	14.1	11.4
1944	34200	2850	13.7	11.3
1945	44000	3705	15.5	11.4

The local record also deserves scrutiny and comparison with the figures in Table 4. The accidents on the streets of Richmond are shown in the chart, Plate 20.

The tremendous wartime industrial activity, with its resultant population and traffic movement increases, is responsible for the marked increase in the number of traffic accidents, far out of proportion with State and National trends. The street system must be adjusted to handle the greater traffic volume more safely and efficiently.

The points at which the accidents recorded in Plate 20 occurred are shown on the accompanying diagram, Plate 21. Certain intersections, as can be seen, account for a considerable portion of the total. These are the "hot spots" of the circulatory system, the problem areas where physical improvements and other corrective measures must be planned to make the streets of Richmond less hazardous.

The contemplated State Freeway is an extremely important project from a safety standpoint. It will provide a wide, safe channel for high-speed through traffic, and eliminate direct conflict between this traffic and movements on Richmond streets. The dangerous conditions on


RICHMOND
CALIFORNIA
CONTRA COSTA COUNTY
1947
Scale in ft.
0 500 1000 2000 3000
STREET INTERSECTION ACCIDENTS
(JULY 1, 1945 - JUNE 30, 1947)
75
50
25
NUMBER OF ACCIDENTS
San Pablo Bay
City Boundary
CHELSEY AVE
S.P.R.R.
CHELSEY
7TH
N.W.
COALINGA AVE
McBRYDE
23RD
SAN PABLO
PENNSYLVANIA
ROOSEVELT
BARRETT
DONALD
AVE.
CASTRO ST.
A.T.&S.F.R.R.
PULLMAN
37TH ST.
BLVD.
2ND
4TH
6TH
8TH
10TH
14TH
28TH
STANDARD
GARNARD BLVD
CUTTING
HERMAN
POTREROS
ACCESS
DELTA
PANHANDLE
HIGHWAY
S.P.R.R.
EAST SHORE
City of El Cerrito
City of Richmond
BLVD
BOULEVARD
CENTRAL
RICHMOND INNER HARBOR.
Harbor Channel.
Marin
San Francisco Bay
City and County San Francisco
Richmond City Boundary - Contra Costa Co.
City and County of San Francisco
City of Richmond
City of Albany
PLATE 21

San Pablo Avenue, where neither pedestrians nor crossing automobiles now have adequate protection, will be improved as soon as the Freeway takes the through traffic load. For reasons of safety, as well as economy and efficiency, Richmond must officially urge early construction of the Freeway, and installation of synchronized signals along San Pablo Avenue.

Construction of the Freeway, however, will remove only a few points of danger in the Richmond street system. The following intersections, all within the city, will continue annually to take their toll of life and property until public funds are spent to segregate and simplify traffic movements. For each intersection listed a special traffic study and corrective improvement plan are recommended.

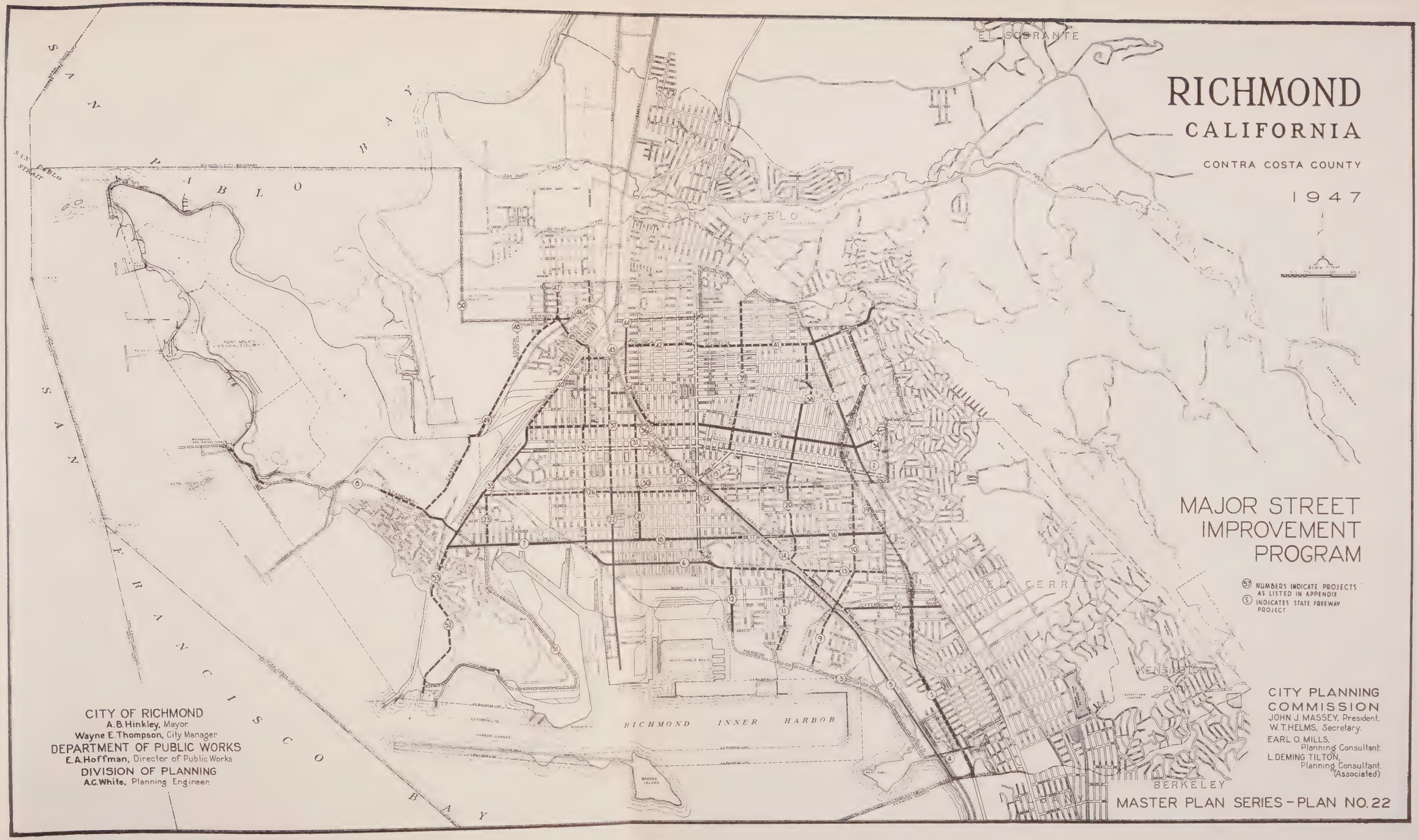
TABLE 5

RICHMOND INTERSECTIONS TO BE IMPROVED

Pullman - 47th St. - Access	Channelization	
23rd and Broadway	Signals & Channelization	
" " Macdonald	Channelization	
" " Cutting	Signals & Channelization	
" " Barrett	Channelization	
" " Roosevelt	Signals & Channelization	
" " Potrero	" "	
San Pablo & Macdonald	Signals & Channelization	Synchronized
" " & Barrett	Channelization	Synchronized
" " & McBryde	Signals & Channelization	Synchronized
" " & Roosevelt	" "	Synchronized
Castro - Filbert - 7th	Channelization	

There are a number of intersections lying just outside the City which deserve equal attention. Richmond citizens pass through these intersections regularly and can suffer from them. In their present condition they are injurious to the whole Richmond community. Some of these are in El Cerrito and some in the Town of San Pablo and other unincorporated areas. Richmond could well afford to offer assistance in the detailed study and coordination of the overall traffic system.

Plans for the physical changes which would improve the safety record of each intersection noted cannot be developed for this report. A program of studies in this field should be part of the continuing process of planning for this community. The effort to create safer streets can become more effective once Richmond has a well-considered official Thoroughfare Plan.


RICHMOND
CALIFORNIA
CONTRA COSTA COUNTY
1947
MAJOR STREET IMPROVEMENT PROGRAM
57 NUMBERS INDICATE PROJECTS AS LISTED IN APPENDIX
S INDICATES STATE FREEWAY PROJECT
CITY OF RICHMOND
A.B. Hinkley, Mayor
Wayne E. Thompson, City Manager
DEPARTMENT OF PUBLIC WORKS
E.A. Hoffman, Director of Public Works
DIVISION OF PLANNING
A.C. White, Planning Engineer
CITY PLANNING COMMISSION
JOHN J. MASSEY, President.
W.T. HELMS, Secretary.
EARL O. MILLS, Planning Consultant.
L. DEMING TILTON, Planning Consultant. (Associated)
MASTER PLAN SERIES - PLAN NO. 22
SAN PABLO BAY
SAN FRANCISCO BAY
SAN PABLO STRAIT
EL SOBRANTE
SAN PABLO
EL CERRITO
KENSINGTON
BERKELEY
RICHMOND INNER HARBOR
BROOKS ISLAND
POINT MOLATE
HARBOR
CUTTING
BARRETT
OHIO
CONTRA COSTA
MACDONALD
CARLSON
BRIDGE
EDISON
JEFFERSON
AVE.
BLVD.
HIGHWAY
RICHMOND SAN RAFAEL FERRY
SAN PABLO CREEK
EAST SHORE PARK
SUNSET VIEW CEMETERY
ALAMEDA COUNTY
CONTRA COSTA COUNTY

COMPREHENSIVE THOROUGHFARE IMPROVEMENT PROGRAM

The plans, diagrams, and tables to which previous references have been made constitute the basic material of the Thoroughfare Plan. No plan, however, is truly useful or likely to be effective in the betterment of the community until it can be understood in terms of time and money.

The job of building an adequate system of thoroughfares in Richmond will extend over a long period of years. Scores of improvement projects of various types will have to be scheduled and financed. Obviously all the work laid out on the Plan cannot be done at once. There must be a program.

The PLAN, therefore, shows what must be done.

The PROGRAM indicates when the work should be undertaken. The timing of work depends largely upon the availability of funds

From the CAPITAL BUDGET, each annual draft of which will show how the selected high-priority improvements are to be paid for.

Plate 22 is an attempt to translate the Thoroughfare Plan into a LONG RANGE PROGRAM. The proposals made are, in a sense, suggestive only. It is expected that the Planning Commission, the City Manager, and the Council will in turn review the lists. By this method, final policy decision

will reflect the judgment of all concerned.

Those projects which seem worthy of inclusion in a six-year program are listed in the following table, in which the projects are classified by types and listed in a tentative order of importance. The total volume of work contemplated is subject to expansion or contraction as more carefully studied plans and estimates of cost are made. The goal of the city should be an immediate beginning and the completion each year of the largest possible fraction of the total six-year program. The items set up for construction in any given year would appear in the Capital Budget for that year.

TABLE 6

PROPOSED SIX-YEAR MAJOR THOROUGHFARE IMPROVEMENT PROGRAM

A. Grade Crossing Separations	Estimated Cost
1. Widen Macdonald Avenue Underpass at S.P.R.R.	$200,000.
2. 23rd Street & Southern Pacific	800,000.
3. 47th Street & Southern Pacific	750,000.
4. Garrard & Santa Fe	350,000.
5. Cutting and Southern Pacific	750,000.
6. Central and Southern Pacific	400,000.

7.	Kearney and Southern Pacific	450,000.
8.	16th Street and Santa Fe	500,000.
9.	10th Street and Santa Fe	500,000.
10.	Roosevelt and Southern Pacific	600,000.

B. Channelization and Traffic Signals

1.	23rd and Broadway	25,000.
2.	47th and Access Highway	10,000.
3.	47th and Pullman	3,000.
4.	San Pablo and Macdonald	3,000.
5.	23rd Street and Cutting#	3,000.
6.	San Pablo & McBryde#	3,000.
7.	23rd Street and Potrero#	3,000.
8.	Castro-Filbert-7th	15,000.
9.	San Pablo & Roosevelt#	3,000.

#Signal only

C. Widen Pavement

1.	Pullman-Cutting to Broadway	50,000.
2.	Gaynor Ave. - 13th St. to 23rd St.	50,000.
3.	Access Highway - South City Limits to Potrero	60,000.
4.	Hermann - 25th to 6th	30,000.
5.	Cutting - 6th to Garrard	50,000.
6.	Cutting - 6th to East City Limits	120,000.
7.	10th - Hall Ave. to Cutting	20,000.
8.	23rd St. - Potrero Avenue to Maricopa Avenue	100,000.

D. Street Openings and Improvements

1.	Garrard - Pennsylvania to Lincoln	50,000.
2.	Standard - Garrard to Washoe	50,000.
3.	State Route 69 - Thomas to San Rafael Ferry	150,000.
4.	Portola - Barrett to Gaynor	40,000.
5.	Hermann - 6th to Cutting	20,000.
6.	Harbor Blvd. - Owens to Central	600,000.
7.	Washoe - Castro to City Limits	400,000.
8.	State Freeway - South to North City Limits	By State

E. Widen Right of Way and Improvements

1.	Pullman - Bayview to Cutting	200,000.
2.	Standard - Thomas to Castro	35,000.
3.	Garrard - Barrett to Pennsylvania	30,000.
4.	Potrero - 23rd St. to 35th St.	110,000.
5.	47th St. - Access to Ohio	175,000.
6.	Barrett - Garrard to 23rd	250,000.
7.	Ohio - Garrard to 23rd	250,000.
8.	10th St. - Ohio to Lincoln	300,000.
9.	Potrero - Pullman to East City Limits	70,000.
10.	Ohio - Pullman to 47th Street	200,000.
11.	47th - Harbor to Access	80,000.

F. Repaving

1.	Pennsylvania - Garrard to 10th Street	75,000.
2.	Hermann - 6th St. to 25th	20,000.
3.	Barrett - 23rd to San Pablo	120,000.
4.	Panhandle Blvd. - East Shore Blvd. to Santa Clara Ave.	120,000.

Questions concerning sources of funds for the work listed above will inevitably arise. The determination of financial means is not within the purview of this preliminary report. It is expected that all sources of revenue now used for street improvements would continue to be used.

It is anticipated that the revenue from Gasoline Tax Funds, Motor Vehicle License Fees, and Parking Meters will exceed $500,000. per annum during the ensuing six years, indicating the ability of the City to pay for those items of public works considered most necessary.

It is realized, however, that certain projects, like grade crossing eliminations, street extensions, and acquisition of land for off-street parking are suitable for financing with bond issues, when the need for such improvements is urgent. There is justification for borrowing under such circumstances for the public is then enabled to secure and enjoy immediately the

benefits promised. In certain cases, the economic returns from improvements can be calculated. The cost of doing without may exceed the cost of bringing the improvements into being at once. It is the purpose of this section of the report merely to direct attention toward those major street projects which have greatest importance, and which therefore deserve immediate consideration in the financial plans of the City.

IV- APPENDIX

A. INDEX TO PROPOSED STREET IMPROVEMENT PROJECTS

B. EXCERPTS FROM THE CALIFORNIA STATE PLANNING ACT

INDEX TO STREET IMPROVEMENT PROPOSALS

STREET LOCATION	EXISTING R/W WIDTH FEET	EXISTING ROADWAY WIDTH FEET	EXISTING LANES, NUMBER OF	PROPOSED R/W WIDTH FEET	PROPOSED ROADWAY WIDTH FEET	PROPOSED LANES, NUMBER OF	RECOMMENDED IMPROVEMENTS
. San Pablo Avenue So. City Bdy. to No. City Bdy.	100	68	6	100	76	8	Widen Pav. Reconst. pav., curbs, walks
. San Pablo Avenue & Macdonald Avenue							Signals & Channelization
. Harbor Blvd. Proposed Owens Ave. to Central Ave.	None			80	60	6	Acquire R/W for opening Const. street improvements
. Central Avenue Across Access Highway & S. P. R. R.							Construct overpass connecting with overpass over State Highway
. Access Highway Sly Bdry to Potrero Ave.	80	56	5	80	60	6	Widen pavement
. Potrero Avenue							
25th to 27th	Var		4	80	60	6	Acquire land to widen R/W and
27th to 35th	60	48	4	80	60	6	Reconst. pav., curbs & walks
Herman Ave. & 6th St.							
6th St.-Cutting to Herman	60	30?	3	80	60	6	Acquire land to open and widen
6th St. to 7th Street	None			80	60	6	St. Construct Street Imp. &
7th St. to 25th St.	85	48	4	85	60	6	Reconstruct pav., curb, walks.
At 10th Street							Signals
. Cutting Blvd. Garrard Blvd. to 6th St.	110	70	6	110	82	8	Widen pav., Reconstruct Pav.
At Garrard Blvd.							Signals
. Standard Avenue							
Ferry Slip to Thomas St.	None			80	60	6	Acquire land for opening and
Thomas St. to Castro St.	60	33	4	80	60	6	widening R/W. Construct street
Castro St. to Garrard	82	66	6	82	66	6	improvements - Widen pav. &
Garrard to Washoe St.	None			80	60	6	reconstruct pav., curbs & walks.
At Castro Street							Signals
At Garrard Boulevard							Signals
At Washoe & Cutting							Channelization & Signals
. 47th Street Harbor Blvd. to Access	60	30	3	80	60	6	Widen R/W - Reconstruct pav., curbs, and walks
At Access Highway							Signals & Channelization
. 47th St. Access Highway to Ohio	60	35	4	80	60	6	Widen R/W - Reconst. pav., curbs, and walks
At Pullman Ave.							Signals & Channelization
At Potrero Ave.							Signals
At Cutting Blvd.							Signals

STREET LOCATION	EXISTING R/W WIDTH FEET	EXISTING ROADWAY WIDTH FEET	EXISTING LANES, NUMBER OF	PROPOSED R/W WIDTH FEET	PROPOSED ROADWAY WIDTH FEET	PROPOSED LANES, NUMBER OF	RECOMMENDED IMPROVEMENTS
11. 35th Ave.-Syndicate Ave.							
Harbor Blvd. to Potrero	50	30	3	80	60	6	Widen R/W, Reconst. paving, curb, and walks
At Potrero Avenue							Signals
12. Owens Ave.							
Harbor Blvd. to Meeker	80	34	3	80	60	6	Reconstruct paving, curb, walks
Meeker Ave . to Potrero	80			80	60	6	Street Improvements
At Potrero							Signals
13. Potrero Avenue							
Pullman Ave. to City Bdry.	66			80	60	6	Widen R/W, Reconstruct paving, curb, and walks
At Pullman							Signals
14. Pullman Avenue							
Panhandle to Cutting Blvd.	62 & 55	38 & 45	4	80	62	6	Widen R/W, Reconstruct paving, curb, and walks
Cutting to A.T.&S.F. R/W	80	55 Var	6	80	62	6	Reconstruct paving, cur b, and walks
Across A.T.& S.F. R/W	40			80	62	6	Widen R/W, Reconstruct paving, curb, and walks
A.T.&S.F. R/W to Broadway	80	Var		80	62	6	Reconstruct paving, curb, walks
15. A.T. & S.F. Overpass at Pullman							Widen existing overpass
16. Cutting Blvd.							
36th St. to City Boundary	100	60	6	100	82	8	Widen paving, Reconstruct paving, curb, and walks
17. Cutting Blvd.							
28th St. to 36th St.	100	60	6	131	66	6	Construct Overpass over S.P.R.R & Pullman Ave., Widen R/W to provide Service Roads parallel with structure, Construct street improvements
On connection Pullman Ave to 36th St.				50	26	2	Open R/W, Construct street Improvement
18. Cutting Boulevard							
6th St. to 28th St.	110	70	6	110	82	8	Widen paving, Reconstruct paving, curb, and walks
19. 52nd Street							
Cutting Blvd. to Ohio	None			80	60	6	Open R/W, Construct Street Imp.
At Cutting Blvd.							Signals

STREET LOCATION	EXISTING R/W WIDTH FEET	EXISTING ROADWAY WIDTH FEET	EXISTING LANES, NUMBER OF	PROPOSED R/W WIDTH FEET	PROPOSED ROADWAY WIDTH FEET	PROPOSED LANES, NUMBER OF	RECOMMENDED IMPROVEMENTS
20. 37th Street							
Pullman Ave. to Cutting	50	30	3	80	60	6	Widen R/W, Reconstruct paving curb, and walks
320' nly of							
320' nly Cutting to Wall	60	30	3	80	60	6	Ditto above
Wall to Macdonald Avenue	80	50	4	80	60	6	Ditto above
At Pullman Avenue							Signals
At Cutting Boulevard							Signals
At Macdonald Avenue							Signals
21. 14th Street							
Cutting Blvd.to Ohio Ave.	80	56	6	80	60	6	Widen paving, Reconstruct paving curb, and walks
At Cutting Boulevard							Signals
At Ohio Avenue							Signals
22. 10th Street							
Sly. term. to Ohio Ave.	100 & 77	53	5	77	60	6	Widen paving, Reconstruct paving, curb, and walks
Ohio Ave. to Macdonald	67	50	5	80	60	6	Widen R/W, Reconstruct paving, curb, and walks
Macdonald to Barrett	62	45	4	80	60	6	Ditto above
Barrett to Lincoln	60	40	4	80	60	6	Ditto above
At Ohio Avenue							Signals
At Macdonald Avenue							Signals
At Barrett Avenue							Signals
23. Esmeralda Street							
Cutting Blvd. to Ohio Ave.	60			80	60	6	Widen R/W, Reconstruct paving, curb, and walks
At Cutting Blvd.							Signals
At Ohio Avenue							Signals
24. 23rd St. Undercrossing S.P.R.R. & Pullman and A. T. & S. F. R/W - Connecting at Broadway and Chanslor Ave.							Open R/W Construct underpass structure and connecting street improvement
24th Street surface connecting Pullman and Ohio to Chanslor							Open R/W, Construct street Improvement
At Broadway							Signals
25. Ohio Avenue							
Pullman to 33rd	50	30	3	80	60	6	Widen R/W, Reconstruct paving, curb, and walks
33rd to term.ely.of 42nd	60	30	3	80	60	6	Ditto above
Term. to 47th St.	None			80	60	6	Open R/W, Construct street improvement
At Pullman Avenue							Signals
At 37th Street							Signals

STREET LOCATIONS	EXISTING R/W WIDTH FEET	EXISTING ROADWAY WIDTH FEET	EXISTING LANES, NUMBER OF	PROPOSED R/W WIDTH FEET	PROPOSED ROADWAY WIDTH FEET	PROPOSED LANES, NUMBER OF	RECOMMENDED IMPROVEMENTS
26. Ohio Avenue							
Garrard Blvd. to 1st St.	60	40	4	80	60	6	Widen R/W Reconstruct paving, curb and walks
1st St. to 10th St.	60	40	4	80	60	6	Ditto
10th St. to 23rd St.	70	50	5	80	60	6	Ditto
At 6th St.							Signals
At Garrard Blvd.							Signals
27. 23rd Street over A.T.&S.F. R/W				80			Widen R/W, Widen R.R. structure
28. Espee Avenue							
A.T.&S.F. R/W to Macdonald	40	32	3	80	62	6	Widen R/W, Reconstruct paving, curb, and walks
29. Macdonald Avenue							
15th St. to 19th St.							Widen existing underpass - open and widen R/W to provide extension of Espee Ave. over Underpass- 2 Lanes north of Underpass and channelization at 16th St.
30. 14th St. over A.T.&S.F.R/W							Open R/W Construct underpass structure
31. 14th St. & Pennsylvania Ave.							
A.T.&S.F. R/W to Roosevelt	50	34	4	80	60	6	Widen R/W, Reconstruct paving, curb, and walks
Roosevelt to Pennsylvania	None			80	60	6	Open R/W, Construct street improvement
Pennsylvania to 10th St.	55	35	4	80	60	6	Widen R/W, Reconstruct paving, curb, and walks
At Barrett							Signals
At 10th St.							Signals
32. Sixth Street							
Cutting to 300' nly Pennsylvania	60	40	4	80	60	6	Widen R/W Reconstruct paving, curbs and walks
6th to 7th	None			80	60	6	Open Connection R/W, Construct Street Improvement
7th to Lincoln	60	40	4	80	60	6	Widen R/W Reconstruct paving, curb, walks
At Barrett							Signals
33. Garrard Blvd.							
Cutting Blvd. to Barrett	80	56	6	80	64	6	Widen pavement, Reconstruct paving, curb, and walks
At Barrett							Signals

STREET LOCATIONS	EXISTING R/W WIDTH FEET	EXISTING ROADWAY WIDTH FEET	EXISTING LANES, NUMBER OF	PROPOSED R/W WIDTH FEET	PROPOSED ROADWAY WIDTH FEET	PROPOSED LANES, NUMBER OF	RECOMMENDED IMPROVEMENTS
34. Barrett Ave.							
San Pablo Ave. to Dimm	80	40	4	80	60	6	Widen pavement, Reconstruct paving, curb, and walks
Dimm to City Boundary	60	40	4	80	60	6	Widen R/W, Reconstruct paving
35. Barrett Avenue							
23rd St. to San Pablo Avenue	80	56	6	80	60	6	Widen pavement, Reconstruct paving, curb, and walks
At 37th St.							Signals
36. Barrett Avenue							
14th St. to 17th Street	60						Widen R/W, Construct Underpass S.P.R.R.
37. Barrett Avenue							
Garrard Blvd. to 14th St.	60	40	4	80	60	6	Widen R/W, Reconstruct paving, curb, and walks
38. 37th - 38th Streets							
Macdonald to Cerrito Ave.	80	62	6	80	60	6	
Cerrito to McBryde	60	42	4	80	60	6	Widen R/W, Reconstruct paving, curb, and walks
	70	52	5				
At McBryde							Signals
39. 27th St. (28th St.)							
Macdonald to Grant	50	30	3	80	60	6	Widen R/W, Reconstruct paving, curb, and walks
Grant Ave. to Downer Ave.	None			80	60	6	Open R/W, Construct Street Improvement
Downer Ave. to Moran Ave.	50	30	3	80	60	6	Widen R/W Reconstruct paving, curb, and walks
Moran Ave. to City Boundary	None			80	60	6	Open R/W Construct Street Improvement
At Barrett Ave.							Signals
At McBryde Ave.							Signals
40. Garrard Blvd. (Lincoln)	68	50	5	80	64	6	Widen R/W, Reconstruct paving, curb, and walks
Barrett Avenue to Pennsylvania							
Pennsylvania to Lincoln	None			80	64	6	Open R/W Const. Street Improvements
Along Lincoln to 9th	60	40	4	80	60	6	Widen R/W Reconstruct paving, curb, and walks
At 7th ST.							Signals

STREET LOCATIONS	EXISTING R/W WIDTH FEET	EXISTING ROADWAY WIDTH FEET	EXISTING LANES, NUMBER OF	PROPOSED R/W WIDTH FEET	PROPOSED ROADWAY WIDTH FEET	PROPOSED LANES, NUMBER OF	RECOMMENDED IMPROVEMENTS
41. McBryde Avenue	50	34	4				
23rd St. to San Pablo	60	36	4	80	60	6	Widen R/W Reconstruct paving, curb, and walks
San Pablo to Sonoma	100	50	4	100	60	6	Widen pavement, Reconstruct paving, curb, and walks
At 23rd Street							Correct jog - Signals
At San Pablo Avenue							Channelization & Signals
42. Coalinga Avenue							
13th St. to 23rd St.	60	36	4	80	60	6	Widen R/W, Reconstruct paving, curb, and walks
At 23rd Street							Correct jog
43. 10th Street Extension							
10th & Lincoln to 13th	None						Open R/W, Construct Underpass S.P.R.R.
At 10th and Lincoln							Channelization and Signals
44. 13th Street							
Coalinga to City Boundary	80	56	6	80	60	6	Widen pavement, Reconstruct paving, curbs, and walks
At Coalinga							Channelization & Signals
45. 7th St.							
Vernon Ave. to S.P.R.R.	50	4	45	80	60	6	Widen R/W, Reconstruct paving, curb, and walks
S. P. R. R. to A. T. & S. F.	76	56	6	76	60	6	Widen pavement - Reconstruct paving, curb, and walks
Existing Underpass							Use as is
7th St. to Lincoln	60	40	4	80	60	6	Widen R/W Reconstruct paving, curb, and walks
46. Vernon Avenue - Cherry							
City Bdy. to Leo	50	2	22	80	60	6	Widen R/W, Reconstruct paving, curb, and walks
Leo to Cherry	None			80	60	6	Open R/W, Construct Street Improvement
Along Cherry to City Bdy.	50	4	33	80	60	6	Widen R/W, Reconstruct paving, curb, and walks
47. Filbert Street							
Willard St. to City Bdry.	60	40	4	80	60	6	Widen R/W, Rdconstruct paving, curb, and walks
48. Edison St. (Proposed)	None			80	60	6	Open R/W, Construct Street Improvement
Castro St. to City Bdry.							
At Castro							Signals

STREET LOCATIONS	EXISTING R/W WIDTH FEET	EXISTING ROADWAY WIDTH FEET	EXISTING LANES, NUMBER OF	PROPOSED R/W WIDTH FEET	PROPOSED ROADWAY WIDTH FEET	PROPOSED LANES, NUMBER OF	RECOMMENDED IMPROVEMENTS
49. Castro Street							
Standard Ave. to Belt Line Railway	60	24	2	80	60	6	Widen R/W Reconstruct paving, curb, and walks
Belt Line Ry. to Vernon	60	40	4	80	60	6	Ditto above
Vernon to Willard							Channelization & Signals
50. Washoe Street (proposed)	None			80	60	6	Open R/W, Construct Street Improvement
Castro to N. City Bdry.							
At Castro							Signals
51. Access Highway							
Cutting to Potrero Pt.	80			80	As	is	Acquire title from U.S.M.C.
Potrero Pt. to Garrard	None			80	64	6	Open R/W, Construct Street Improvement
52. Garrard Blvd.							
Term. No. 1 to Cutting, except Tunnel	60	48	5	80	60	6	Widen R/W, Reconstruct paving, curb and walks
53. Garrard Blvd. Tunnel	35	25	2				Widen and Reconstruct Tunnel
54. Portola - 13th Street							
Barrett to Gaynor	40	16	2	80	60	6	Open & Widen R/W, Construct Street Improvement
Gaynor to Coalinga	80	56	6	80	60	6	Widen pavement, Reconstruct paving, curb, and walks
55. Jefferson Avenue							
Pullman Avenue to City Bdry.	80	50	5	80	60	6	Widen pavement, Reconstruct paving, curb, and walks
At Pullman							Signals
56. Sixth Street							
Cutting Blvd. to Hermann	(See #6)						

EXCERPTS FROM THE CALIFORNIA STATE PLANNING ACT

Adoption of master plans.

SECTION 1. Every city and every county shall adopt and establish as herein provided a master plan of said city or county, and official plans based thereon. Such plans are hereby declared to be established to conserve and promote the public health, safety and general welfare. (Amended by Stats. 1937, Ch. 665.)

Master plan.

SEC. 4. It shall be the function and duty of the planning commission to prepare and adopt a comprehensive, long-term, general plan for the physical development of the city, county or region, and of any land outside the boundaries thereof which in the commission's judgment bears relation to the planning thereof. Such plan shall be so prepared that all or portions thereof may be adopted by the legislative body, as hereinafter provided, as a basis for the development of the city, county or region for such reasonable period of time next ensuing after the adoption thereof as may practicably be covered thereby. The master plan, with the accompanying maps, diagrams, charts, descriptive matter and reports shall include such of the following subjects matter or portions thereof as are appropriate to the city, county or region, and as may be made the basis for the physical development thereof.

Streets and highways.

Streets and Highways Plan--Showing the general locations and widths of a comprehensive system of major traffic thoroughfares and other traffic ways and of streets and the recommended treatment thereof.

Coordination.

The commission may prepare and adopt all or any part of the master plan or any subject thereof for all or any part of the city, county or region; provided,

however, that master regional plans shall be coordinated with similar plans of adjoining regions and that master county and city plans within each region shall be coordinated so as to fit properly into the master plan for the region. (Amended by Stats. 1937, Ch. 665.)

Adoption of master plan.

Notice of hearing.

SEC. 5. Before adopting the master plan or any part of it, or any substantial amendment thereof, the planning commission shall hold at least one public hearing thereon, notice of the time and place of which shall be given by at least one publication in a newspaper of general circulation in the city or county or in the case of a regional planning commission by one publication in a newspaper in each county within the regional district, at least ten days before the day of said hearing. The adoption of the master plan, or of any amendment, extension or addition thereof, shall be by resolution of the commission carried by the affirmative votes of not less than two-thirds of the total membership of the commission.

Resolution

The resolution shall refer expressly to the maps and descriptive and other matter intended by the commission to constitute said plan or any amendment, addition or extension thereof, and the action taken shall be recorded on the map and plan and descriptive matter by the identifying signatures of the secretary and chairman of the commission. No plan or map, hereafter, shall have indicated thereon that it is a part of the master plan until it shall have been adopted as part of the master plan by the commission as herein provided. The commission may from time

Amendment

amend, extend or add to the master plan or part thereof, as herein provided for the adoption thereof, whenever changed conditions or further studies by the commission require such amendment, extension or addition.

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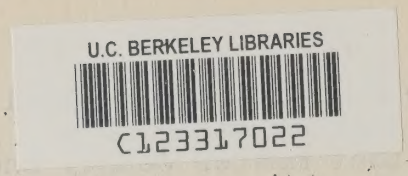

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